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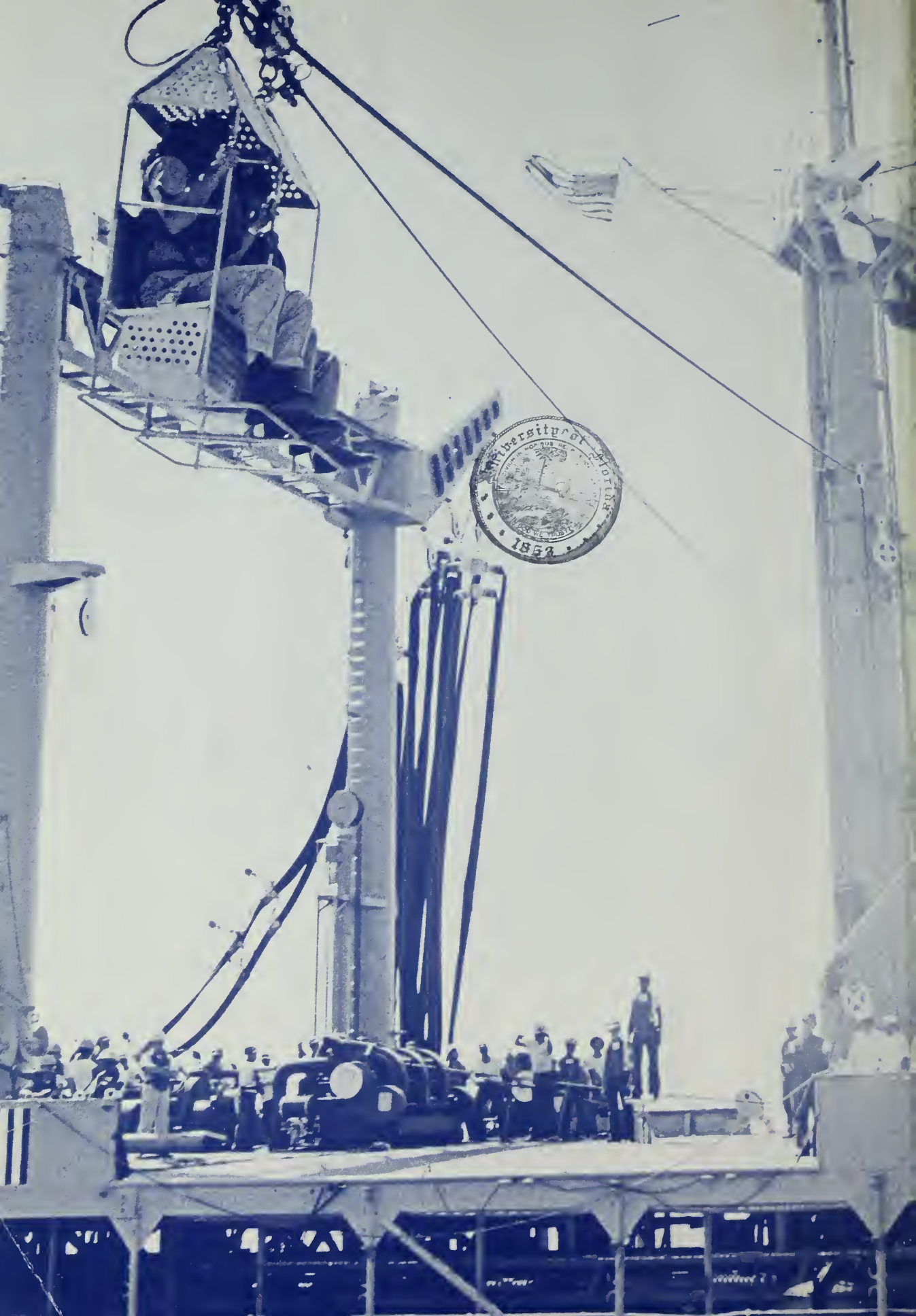
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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JANUARY 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1968

Nav-Pers-O

NUMBER 612

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Taffrail Talk

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Ann Hanabury, Research
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● FRONT COVER: MANNING THE RAIL—Crewmembers of heavy cruiser USS Newport News (CA 148) stand formation during International Naval Review held in Halifax, Nova Scotia. On board were 155 midshipmen participating in their at-sea training program.

● AT LEFT: SWING SHIFT—Double boatswain's choir highlines Under Secretary of the Navy Charles F. Boird and ADM John J. Hyland, Commander in Chief Pacific Fleet, from USS Holeokola (AE 24) to USS Kowishiki (AO 146) during visit to ships on station in the Tonkin Gulf.—Photo by R. C. Moen, PHC, USN.

● CREDIT: All photographs published in ALL HANDS Magozine are official Department of Defense photos unless otherwise designated.





HOMEBOUND Navy men suffer from sea legs and channel fever, but don't seem to mind, as indicated by photos.

Home From the Sea—

THEY'RE MADE OUT of most every color and type of material—white cardboard, brown paper, red cloth—whatever is available. Their lettering can be ink, paint, tape, chalk, or anything else that makes it stand out. They range in size from two-foot square cardboard placards to 20-foot banners.

They're all beautiful. They say Welcome Home, Daddy.

Daddies aboard numerous U. S. warships have come home recently from deployments overseas. Their replacements have arrived in the Western Pacific area and tours have ended for:

- The carrier *uss Forrestal* (CVA 59), now back in Norfolk, Va., where she will undergo extensive repairs after being heavily damaged from fire and explosions in July. She lost 134 men in the catastrophe, which was triggered while she was on station in the Tonkin Gulf.

Forrestal's homecoming was a happy occasion for most of the well-comers on the pier—a sad one for some. The ship conducted special tours of the damaged areas for the families of the men who died there.

- The nuclear powered carrier *uss Enterprise* (CVAN 65), to her home port, Alameda, Calif., after a seven-month Vietnam deployment.

The first sign of welcome for *Enterprise* and her crew came as she neared the Golden Gate. Breaking through a light fog, the men were

greeted by the sight of a huge "Welcome Home" banner hung high on the bridge, and hundreds of well-wishers waiting for the carrier to pass beneath on her way to Alameda.

But, of course, the warmest welcome came from the wives, sweethearts, and families waiting on the pier at Alameda Naval Air Station.

During the cruise the aircraft of Carrier Air Wing Nine delivered 14,000 tons of ordnance on enemy targets.

- The amphibious assault carrier *uss Princeton* (LPH 5), home in Long Beach after a five-month Vietnam deployment. As flagship for the Seventh Fleet's Amphibious Ready Group, *Princeton* saw action in four major amphibious assaults: Operation Beacon Hill One, Operation Hickory, and the campaigns at Hills 881 and 861 northwest of Khe Sanh, Vietnam.

Princeton logged more than 30,000 miles during the cruise, and burned more than six million gallons of fuel oil.

- The San Diego-based submarines *uss Spinax* (SS 489), and *Sea Fox* (SS 402), both units of Submarine Flotilla One. During *Sea Fox's* seven-month deployment, she operated with units of the Japanese Maritime Self-Defense Forces and the Republic of Korea Navy, as well as various units of the U. S. Seventh Fleet. *Spinax* spent five months with the Seventh Fleet.

- *uss St Francis River* (LSMR 525), back home after her fourth tour on the Vietnam firing line. The "Rocket Rainmaker," as her crew calls her, fired over 36,000 projectiles on enemy positions while on station.

On one occasion, *St Francis River* pulverized an enemy battalion staging area along the South Vietnam coast. Within minutes she fired more than 1800 rockets, leveling over 550 fortified structures, smashing about 100 bunkers, and collapsing almost one mile of twisting trenches.

Her rockets also touched off 16 large secondary explosions. One huge blast ripped open an underground munitions factory, forming a crater over 30 feet across and 20 feet deep. Fireballs over 200 feet high and thick smoke columns were visible for over 30 miles. It was a very successful firing, indeed.

- The rocket firing ship *uss White River* (LSMR 536), also back after her fourth tour as naval gunfire support ship.

Total statistics for *White River* since May 1966 are: 45,000 5-inch rockets, 2500 5-inch projectiles, and 14,000 40-mm rounds fired at enemy targets, more than 7000 enemy structures and emplacements destroyed or damaged, and 153 secondary explosions which destroyed enemy munitions, petroleum and food supplies.

- *uss Weiss* (APD 135), back in San Diego after seven months' deployment. Two of *Weiss's* first tasks



PHOTOS included in welcome home story selected from ALL HANDS files.

A Big Welcome

were a river hydro-survey with members of Underwater Demolition Team 11, and a joint U. S.-Philippine training exercise.

Weiss also became a mother ship for *Swift* boats and Coast Guard cutters. She provided hot meals, supplies, and repair parts to the coastal surveillance craft.

- The attack transport *uss Montrose* (APA 212), also back in her San Diego home port after a seven-month tour.

Overseas assignments for *Montrose* included a five-week period as support ship for river craft operations near Vung Tau, Vietnam.

She also took part in an amphibious landing exercise with the Korean Navy and Marines. She later operated near the Demilitarized Zone between North and South Vietnam.

- *uss Seminole* (AKA 104), after seven months away from San Diego, her home port. *Seminole* carried cargo to Vung Tau, and Da Nang, Vietnam, then joined *Montrose* in the amphibious training exercise with the Korean Navy.

Seminole took part in four combat operations near the Demilitarized Zone: Beau Charger, Bear Bite, Bear Claw, and Beacon Guide.

- *uss Oak Hill* (LSD 7), after steaming more than 35,000 miles in her seven-month deployment in the Far East. A 60-ton Nationalist Chinese fishing junk, stranded in Subic Bay after being damaged at sea, was

Oak Hill's most unusual cargo. She transported the junk to Kaohsiung, Taiwan, where the local fishermen's association presented the ship with a banner and bouquet of flowers.

Oak Hill was also called upon to salvage a *Swift* boat, PCF 97, after other attempts had failed. The craft had been sunk by hostile fire 150 miles southwest of Saigon. Within eight hours of her arrival on the scene, *Oak Hill* had the patrol craft aboard and on its way to a repair facility.

- The San Diego-based tank landing ship *uss Kemper County* (LST 854), after seven and one-half months with the Seventh Fleet.

Kemper County's duties in the combat area included shuttling munitions between Da Nang and Chu Lai, and acting as mother ship for craft of River Flotilla One, a mobile river force.

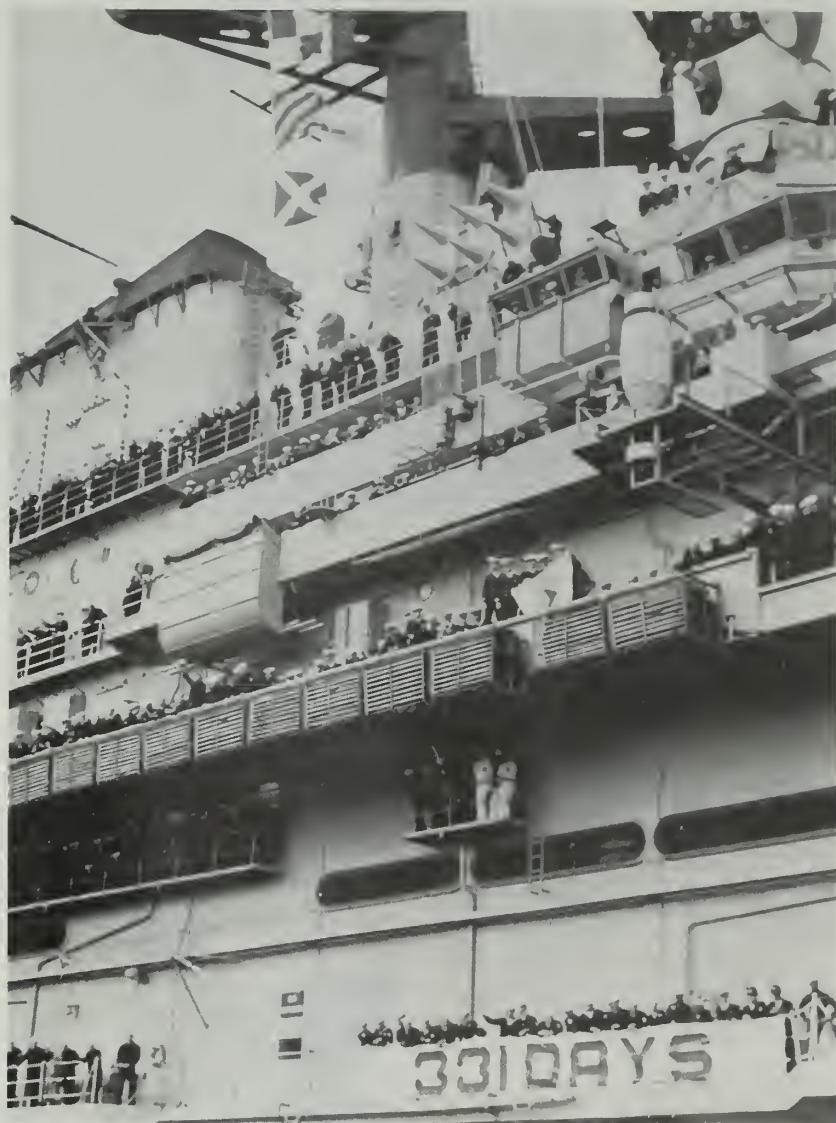
- *uss Snohomish County* (LST 1126), at San Diego after an eight-month deployment.

During her WestPac tour, she transported vehicles, ammunition, general cargo and combat troops to various trouble spots along Vietnam's rivers.

Snohomish County, accompanied by *uss Caroline County* (LST 525), pioneered U. S. ship navigation of the shallow Cua Viet River, near the Demilitarized Zone.

Cargo was previously transported by small utility landing craft limited





to 75 tons of supplies per trip. A tank landing ship handles a load of 750 tons. During one month, *Snohomish County* carried more than 1500 tons of heavy artillery ammunition up the Cua Viet River.

- The San Diego-based amphibious force flagship *uss Eldorado* (AGC 11), home after an eight-month deployment.

Serving as flagship for the U. S. Seventh Fleet's Amphibious Force, *Eldorado* supported 12 amphibious combat operations during her tour. Still, she found time to contribute to U. S. goodwill efforts in Southeast Asia. She gave financial support to Operation Schoolhouse, a program sponsored by the Naval Communications Station, Philippines, which provides scholarships for Filipino children in the San Miguel area.

Eldorado also presented teaching materials to the Bajac Bajac School in Olongapo. *Eldorado's* choir sang for patients aboard the hospital ship *uss Sanctuary* (AH 17), and at the Naval Hospitals in Da Nang and Subic Bay.

- The fast combat support ship *uss Sacramento* (AOE 1), to Seattle after a deployment of eight months.

The first of a new class of resupply ships, *Sacramento* set a new standard in underway replenishment of combat ships.

On a typical day during her deployment, *Sacramento* rendezvoused with 10 ships to transfer a total of nearly 500 tons of ammunition, a million and a half gallons of fuel and





thousands of gallons of fresh water.

In one six-week period in the South China Sea, *Sacramento* provided over 200 separate underway replenishments.

- The internal combustion repair ship *uss Tutuila* (ARG 4), after seven months off the coast of Vietnam.

During her tour, *Tutuila* was assigned to Commander Naval Forces, Vietnam, supporting Operation Market Time and Game Warden forces.

Tutuila's responsibility was repair and upkeep of destroyers, radar picket ships, Coast Guard cutters, *Swift* boats, tank landing ships, and river patrol boats.

Ships returning from Atlantic and Mediterranean deployments included:

- Four ships of Escort Squadron Eight and one from Escort Squadron 10, *uss Brumby* (DE 1044), *Hartley* (DE 1029), *Lester* (DE 1022), *Willis* (DE 395), and *Courtney* (DE 1021), back in Newport, R. I., after three months' deployment.

Covering nearly 26,000 miles, the squadron visited ports in Norway, Denmark, Sweden, Finland, Scotland, England, West Germany, Holland, Spain, Italy, and the islands of Malta and Sicily.

- The guided missile cruiser *uss Galveston* (CLG 3), after seven months in the Mediterranean. A Pacific Fleet ship homeported in San Diego, *Galveston* did temporary duty

with the Sixth Fleet, logging more than 40,000 miles and visiting ports in Spain, Italy, Sicily, Malta, Crete, France and Majorca.

- Two Newport-based destroyers, *uss Fiske* (DD 842), and *Dyess* (DDR 880), after four months' Middle East duty.

During their deployment, both ships aided vessels in distress. *Dyess* helped the sloop *Atlantis* after that vessel and a merchant ship collided, damaging the boat's rigging beyond repair. *Dyess* towed the sloop to the Greek island of Rhodes.

Fiske went to the aid of two ships within a period of four days. First was the Panamanian cargo ship *Pearl of Victoria*, which was in danger of breaking up in heavy seas. *Fiske's* motor whaleboat was dispatched to help the merchant ship's crew of 39 abandon ship. When the seas subsided next morning, the crew elected to return to their ship to save her and her cargo.

Four days later, *Fiske* aided the crew of a Saudi Arabian ship. The tanker *D'Karum* was aground on the island of Dahret Abid, about 20 miles off the old port town of Saukin, Sudan. The crew had left the ship and were on the island without food and water.

A crew was dispatched in a motor whaleboat to learn the needs and condition of the men on the island, after which supplies were taken ashore.

- *uss Zellars* (DD 777), back in

Newport after a seven-month, 30,000-mile cruise as part of the NATO exercise Matchmaker Three. The many ports visited included Hamilton, Bermuda; Lisbon, Portugal; Hamburg, Germany; Rotterdam, Netherlands; and Montreal and Quebec, Canada.

While on the Matchmaker cruise, *Zellars* welcomed 75,000 visitors in the 12 nations visited.

- *USS Essex* (CVS 9), back from a four-month deployment to Northern Europe and the Mediterranean. The 26,000-mile cruise carried the Quonset Point-based carrier into ports in Norway, Holland, West Germany, England, Italy, and the islands of Malta and Sicily.

During the cruise, Navy Unit Band 146, embarked in *Essex*, entertained approximately 320,000 people in the various countries visited. On a two-day tour of South Holland, 200,000 heard the band in a series of jazz concerts and special appearances.

The band's largest single audience came in Hamburg, when a crowd of 32,000 gathered in the town park for a jazz concert.

One of the highlights of the cruise, according to a news release, came when *Essex* steamed into the waters of the Arctic Ocean, and her crew was officially admitted into the "Royal Order of the Blue Nose." The ship was conducting operations with NATO forces at the time.

—Jim Teague, JO1, USN



FUTURE AVIATORS—Navy student pilots walk to their Cougars with flight gear in hand for one of many syllabus flights. Below: Student gets a final briefing from a training squadron instructor prior to scheduled flight.



Tame a Cougar &

ONE OF THE BIG reasons for continued American air superiority over both North and South Vietnam is the high quality of the man behind the stick, the combat pilot.

In many instances, Navy pilots have simply outflown their North Vietnamese counterparts during air combat. This flying ability is not rare; it is common throughout the Navy.

Before an officer can wear gold

wings on his uniform, he must undergo extensive training on the ground and in the air. He is continually proving his abilities as a potential naval aviator throughout this training period.

After completing a tour at Pensacola where he graduated from the prop-driven T-34 *Mentor*, the potential jet aviator advances to NAAS Meridian, Miss., where he will get 20 weeks of basic jet education which includes about 90 hours of flying time in the T2A *Buckeye* jet trainer. This is followed by carrier qualifications and air-to-air gunnery training in the twin-engine T2B.

Although the student has flown a jet and advanced through three strenuous courses of instruction, he still hasn't earned his wings.

The final step in achieving those wings is completion of training in one of the six jet training squadrons of the Advanced Training Command, such as Training Squadron 25 at NAAS Chase Field.

Three training squadrons are based at Chase Field and three are located at NAAS Kingsville.

Training Squadron 25 trains about 150 students per year, sending each through 20 weeks of ground school and extensive flight training in a TF-9J *Cougar*.

PREFLIGHT—Chase Field student checks the ejection seat before strapping in for flight. Students log 140 hours in *Cougar* before completing training.



Before the student pilot leaves this advanced training, he will have logged 140 hours of flying time in the *Cougar*. Before beginning these scheduled training flights, called syllabus flights, he will undergo four weeks of ground training which covers a variety of subjects which will further his knowledge and prepare him for his job in the fleet.

Here's a list of the subjects he will cover during these four weeks: aerodynamics; aviation safety; aero-medicine; carrier air traffic control; code and blinker; engineering of the *Cougar*; flight rules and regulations; instrument navigation; leadership; meteorology; NATOPS; operational navigation; radar fundamentals; and weapons and warfare orientation.

The future pilot will then spend several periods in a mockup of the *Cougar* and will receive several flight procedure briefings. These



FOLLOW-THE-LEADER—Students play follow-the-leader during formation flight training. Below: Student and instructor suit-up for an exercise hop.

Join the Jet Set

briefings and the periods in the flight procedure and instrument trainer are scheduled to correlate with his various syllabus flights as the student progresses through the various flight stages.

During this period he will familiarize himself with the aircraft, learn the basic instruments and instrument navigation principles. He will receive his standard instrument rating after completing the latter stage of training.

The student is then ready for advanced education which will further prepare him for his job in the fleet. He will study formation flying, night familiarization, operational navigation, solo instrument navigation, air-to-ground weapons, air-to-air weaponry, tactics and carrier qualification.

Each of the flights during this training requires one and a half hours of briefing and one-half hour of debriefing.

After completing this training, the student is eligible for his wings. He has become a naval aviator, and is prepared for assignment to any type of jet aircraft squadron in the Navy.

The new pilot will then report to a carrier replacement air wing for training in the specific aircraft to which he is assigned.

It has taken many hours of study

and training to educate the new pilot for his role in the Fleet. His education is still not finished, however. He will continue to learn new techniques and ideas as long as he wears his gold wings.

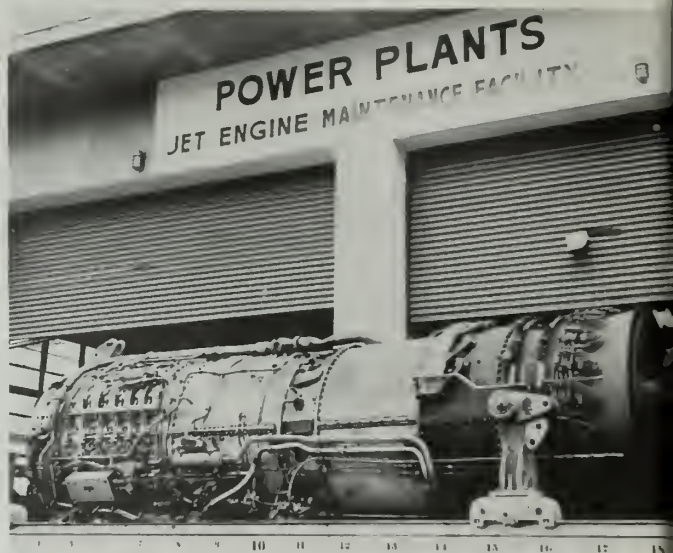
That's what it takes to be the best.

—Photos by G. M. Long, PH1, USN.



AFTER THE FLIGHT—Following an exercise, students meet with instructors for debriefing session. This completes another step toward their wings.





FINAL assembly is made. Rt: Jet ready for canning.

Meet the 400-



IN THE BOOKS—Aviation machinist's mate checks for part stock number. Rt: Compressor blades are adjusted. Below: Bins stock parts for T-58 turbo jet.



ALMOST ANY DAY you happen to pass Work Center 400 at Cubi Point NAS, you'll see 30 to 40 oversized tin cans lined up outside its doors.

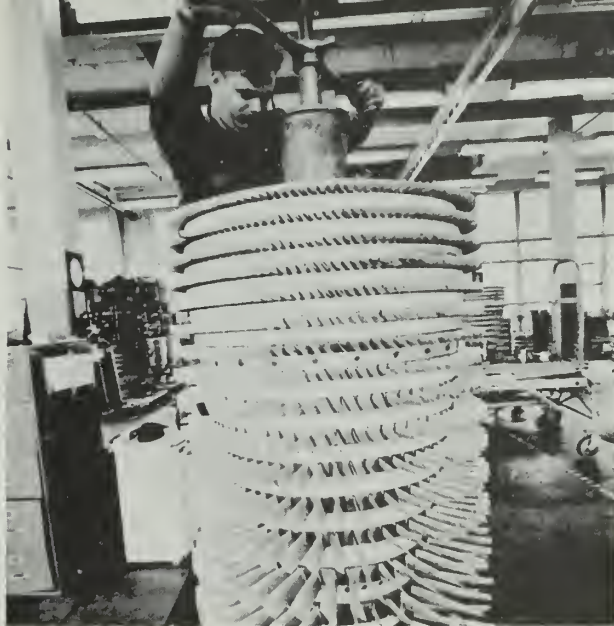
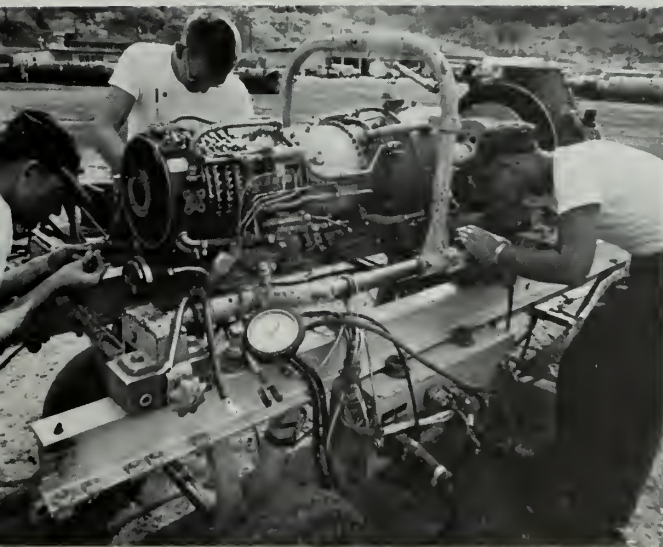
This isn't necessarily a manifestation of sloppy housekeeping. Each of those "tin cans" holds a jet engine that needs work of some kind done on it, and Center 400 is Cubi's jet engine repair facility.

It's one of four such establishments charged with the complete front-line repair and testing of jet power plants used in Seventh Fleet naval air operations.

Although Center 400 is capable of handling repair jobs on almost any type of jet power plant, it usually specializes in just a few—the J79, used by *Phantoms* and *Vigilantes*; the J-52, used by *Skyhawks* and *Intruders*; and the T-58, a smaller jet for combat helicopters.

Each repair facility has its own specialty. Cubi works on the three mentioned above. Atsugi, Japan, takes others, Guam has its own, as does Naha, Okinawa. The more intricate problems are referred to specialists.

When a jet engine arrives from the Fleet for repairs, it is packed in a steel container, or can. It is these cans that are lined up outside the doors of Center 400.



TEST CELL crew prepares engine for test run. Rt: Jet mechanic pulls bearing from J-79 compressor assembly.

They Keep Those Jets Flying

INDUCTION is the first step in the repair procedure. It is at this point that the necessary paperwork, job orders, and the like are taken care of. The engine is removed from its can and placed on a movable cart where it is made fast. It will not leave that cart again until the repair is finished and the engine is recanned.

On the line, the engine's external shields and easily accessible parts are removed, cleaned and inspected. Then it is broken down into components which, in turn, are cleaned and inspected. These inspections bring to light what is ailing the engine. When the diagnosis is complete, the actual repair work begins.

Many of the problems can be solved in the shop. Some cannot.

The highly vulnerable and delicate compressors, for example, must be repaired by their own experts. A large percentage of the damaged compressors are shipped back to naval air rework facilities at Alameda or North Island, Calif.

Any component that Center 400 cannot repair is shipped to one or another rework facility, depending on the parts involved.

When these components are repaired and returned from the rework facilities, and the parts that Center 400 has handled itself are again in

shape, the reassembly stage of the operation begins. Everything is put back together again, inspected and made ready for the final and most important stage of the repair routine—the test cell.

THE REFURBISHED ENGINE, now shining and sparkling clean on the cart it was given weeks earlier, is towed out to a special jet engine testing area on the Cubi airfield. There it is connected to fuel lines and instruments. With one exception, the engine is run exactly as if it were in an aircraft—it stays on the ground and remains stationary.

When the mechanics are satisfied that the engine is operating properly, and that all systems are in adjustment, it is recanned for shipment.

The whole procedure takes about 45 days, from out of the can to back into the can. An average of 65 to 75 engines are finished or begun each month, depending on which end of the scale one looks.

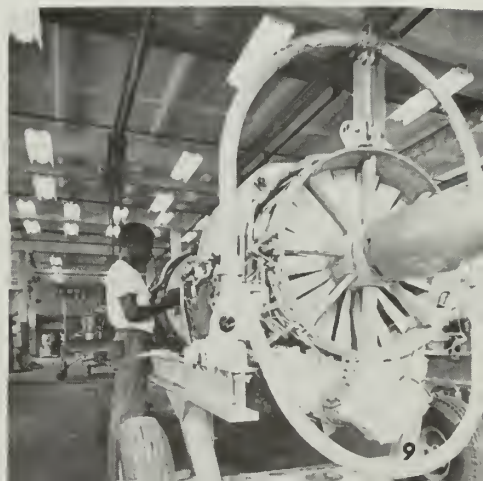
The month of August 1967, for example, saw 135 engines inducted for repair as a consequence of the *Forrestal* disaster.

So don't worry about those tin cans cluttering up the front yard of Center 400. They are there for a very good reason.

Story by Tim Leigh, JOSN, USN.
Photos by Bob Moeser, JOC, USN.



CANNED JET engines scheduled for repair wait at Center 400. Below: Engine is readied for ride to Cubi airfield where it will be tested.



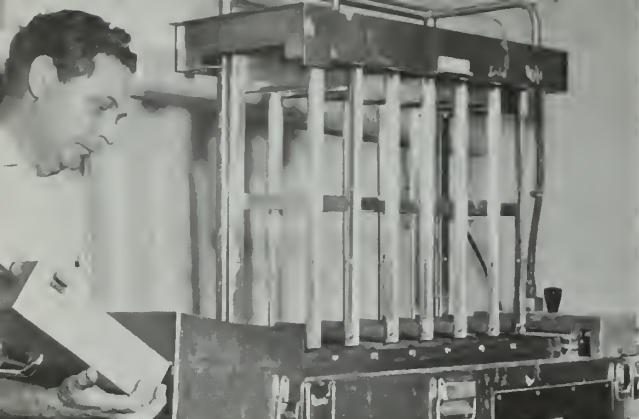
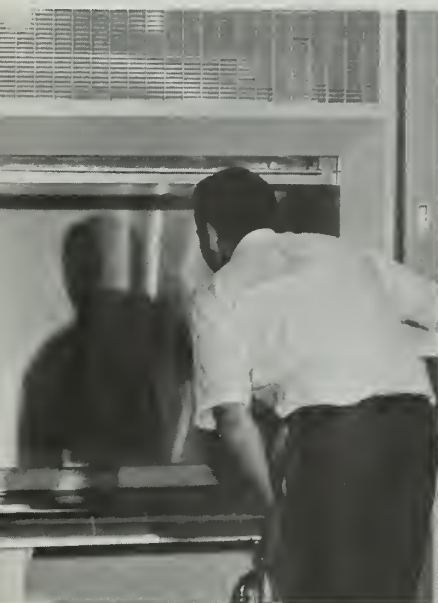


PHOTO PROCESSOR is used for deep ocean film. Rt: The nerve center of *Mizar* operations is the electronics lab.

FLOATING LAB



CHEMISTRY-BIOLOGY lab will permit analysis of data. Below: Bottom photos are scanned and analyzed with film editor in photo lab.



A FLOATING oceanographic laboratory, USNS *Mizar* has returned to work at sea. She has increased research capability, improved support facilities, and more adequate accommodations for scientists who use her.

Recently completed modifications at the Naval Research Laboratory's oceanographic research vessel include construction of a chemistry-biology laboratory. This facility will provide a new dimension to the Laboratory's programs in chemical and biological ocean science research.

A new machine shop and work space, complete with lathes, drill press, band saws, and associated equipment, permits on-site routine maintenance of heavy equipment.

Modified quarters for scientists can comfortably accommodate up to 19 people. Office space has been added and improvements made in a combination lounge-conference room.

Minor modifications were made in the electronics and photographic laboratories.

Originally a small cargo ship designed for Arctic water operation, *Mizar* was converted to a research platform in 1964 because of her exceptional width—52 feet—and excellent maneuverability at slow speeds.

Although she gained international fame for locating the *Thresher* hull in 1964, and later for the major role she played in recovering the unarmed hydrogen bomb lost off the coast of Spain, the vessel has been used primarily for studying characteristics of the deep ocean, particularly the ocean floor.

To accomplish these studies, sensors are mounted aboard an unmanned vehicle, lowered into the ocean, and towed along as the ship moves. All control signals flow down through a shielded coaxial cable in the center of the sensor vehicle's towing cable. All sensor information flows up the same cable. The sensors provide information for a wide variety of acoustic, optical, and other oceanographic studies.

With a tracking system designed at the Naval Research Laboratory scientists can determine the exact location of towed equipment at all times. The system consists of a digital computer used in conjunction with an array of hydrophones mounted on the ship's bottom. It can also be used to determine the ship's position in relation to a beacon on the ocean floor or to guide a free submersible.

Sensor vehicles and other towed equipment normally are lowered into the sea through a center well in the ship. An enclosure over the well area protects scientists and equipment from the weather.



Gallup Has Jet-Up-and-Go Too

THE ROARING noise of a *Phantom* jet aircraft engine can be heard across the waters of the South China Sea.

There's a forward jolt and a blast of wind—members of the crew bend forward with their feet firmly planted to keep their balance.

You'd expect this kind of situation on the flight deck of an aircraft carrier, but this is not a CVA. It's the Navy's newest high-speed gunboat, *uss Gallup* (PG 85), which has just shifted from her conventional twin diesel engines to the 13,500-horsepower jet engine. This engine can propel the gunboat from 0 to 40 knots in less than 60 seconds.

Gallup operates with Operation Market Time patrols along the coast of South Vietnam.

The turbojet engine enables her to close quickly on a sampan or junk that might be trying to infiltrate enemy men or supplies.

The 28 officers and enlisted men aboard *Gallup* are specially trained to operate this new jet job. Only four of these 164-foot gunboats exist.

Gallup and her sister ship, *uss Asheville* (PG 84), are both in Vietnam assigned to Operation Market Time.

Every man aboard has a working knowledge of all the diverse skills needed to run the jet gunboat so that each is able to replace any other crewmember should the need arise.

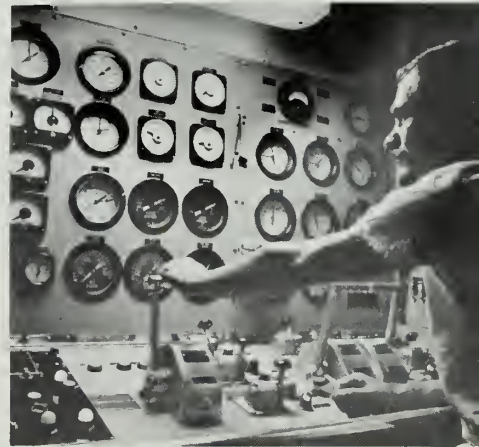
Gallup is capable of high speed, but she is also powered by twin diesels providing 1750 horsepower for normal cruising at 17 to 18 knots. The gunboat is armed with a rapid-fire, 3-inch gun, a 40-mm cannon and .50-caliber machine guns.

She operates eight days on station, then spends two days in port.

"We have the facilities and can carry the provisions to stay on station much longer," said Lieutenant Commander William T. Spane, Jr., USN, commanding officer of PG 85.

Gallup is the second naval vessel to bear the name in honor of the New Mexico city. The first was PF 47, one of a series of small patrol ships built during World War II.

—Story and Photos by
R. C. Veeder, PHC, USN



Clockwise from top left: (1) Vietnamese petty officer mans the wheel during Market Time patrol. (2) Jet engine of *USS Gallup* (PG 85) sends her knifing through the South China Sea. (3) Crewmember prepares to shift from diesel to jet. (4) *Gallup's* crew checks sampan. (5) The gunboat's course is plotted to intercept Vietnamese junk.





The CHAMPS:

COMPETITION for Battle Efficiency honors was as keen as ever during fiscal 1967, and the sharpest ships in the Fleet have been singled out for "E" awards. Thousands of Navymen have sewn the E on their jumpers, and the emblem of excellence has been painted on win-



USS Shields (DD 596)



USS Pyro (AE 24)



USS St Francis River (LSMR 525)

Cruiser-Destroyer Force, Atlantic

Columbus (CG 12)
Wallace L. Lind (DD 703)
James C. Owens (DD 776)
Luce (DLG 7)
Moale (DD 693)
Davis (DD 937)
Power (DD 839)
Sampson (DDG 10)
Newman K. Perry (DD 883)
Jahn W. Weeks (DD 701)
Samuel B. Roberts (DD 823)
Jasephus Daniels (DLG 27)
Vagelgesang (DD 862)
Carry (DD 817)
Garcia (DE 1040)
Jahn Willis (DE 1027)
Brumby (DE 1044)
Hugh Purvis (DD 709)
Henley (DD 762)

Submarine Force, Atlantic

Fulton (AS 11)
Skylark (ASR 20)
Cabbler (SS 344)
Jallaa (SS 368)
Odax (SS 484)

Chiva (SS 341)
Cubera (SS 347)
Shark (SSN 591)
Dace (SSN 607)
Argonaut (SS 475)
Dagfish (SS 350)
Sea Owl (SS 405)
Sailfish (SS 572)
Halfbeak (SS 352)
Chopper (SS 342)
Sea Poacher (SS 406)
Barracuda (SST 3)

Service Force, Atlantic

Sylvania (AFS 2)
Nantahala (AO 60)
Nespelen (AOG 55)
Shasta (AE 6)
Chukawan (AO 100)
Marias (AO 57)
Amphian (AR 13)
Opportune (ARS 41)
Luisena (ATF 156)
Masopelea (ATF 158)
Fairview (PCE 850)
Betelgeuse (AK 260)
Liberty (AGTR 5)
MCB 40

USS Page County (LST 1076)



They Made It With Es

ning ships' bridges. Ships and men wear it with pride.

Below is a listing of 1967 "E" award winners received at this time. The sharp ships listed were judged to be the best in their class, as determined by their respective type commanders. The winners include:

Amphibious Force, Atlantic

Mountrol (APA 213)
Rockbridge (APA 228)
Shodwell (LSD 15)
Guam (LPH 9)
Plymouth Rock (LSD 29)
Yonkey (AKA 93)
Dodge County (LST 722)
LCU 1625

Mine Force, Atlantic

Hummingbird (MSC 192)
Vigor (MSO 473)
Fearless (MSO 442)
Sogocity (MSO 469)
Notable (MSO 460)
Nohant (AN 83)

MSTS, Atlantic

USNS Victorio (T-AK 281) "Smart Ship"

Cruiser-Destroyer Force, Pacific

Conberro (CAG 2)
Frontier (AD 25)
Shields (DD 596)

Service Force, Pacific

Pyro (AE 24)
Sacramento (AOE 1)
Pollux (AKS 4)
Cocopon (AO 52)
Hosoyompa (AO 145)
Tillmook (ATA 192)
Tutuilo (ARG 4)
Joson (AR 8)
Current (ARS 22)
Motoco (ATF 86)
Arikaro (ATF 98)
Serrono (AGS 24)

Amphibious Force, Pacific

Washburn (AKA 108)
TACRON 11
Page County (LST 1076)
Litchfield County (LST 901)
St Francis River (LSMR 525)

Mine Force, Pacific

Vireo (MSC 205)
Loyalty (MSO 457)
Leader (MSO 490)
MSL 24
MSB 53

USS Sampson (DDG 10)



USS Skylark (ASR 20)



USS James C. Owens (DD 776)

USS Columbus (CG 12)





'KITCHEN KING'—Judge checks out galley of USS Howard W. Gilmore (AS 16) in search for the Fleet's best feeders.

Want Good Food? The Neys



THE ANNUAL SEARCH for the best food in the Navy ended last year with Ney Memorial food service awards going to USS *Howard W. Gilmore* (AS 16), *Denebola* (AF 56) and the Naval Communications Station San Miguel, Philippines. The three were found to have the best general messes in competitive categories for large ships (feeding more than 300 men), small ships (less than 300), and shore stations.

Runner-up awards in the good food competition went to NAS Le-Moore, Calif., USS *Wright* (CC 2) and *Talbot County* (LST 1153). Others among nine finalists in the

Ney competition were Fleet Activities, Sasebo, Japan, USS *Topeka* (CLG 8) and *Davidson* (DE 1045).

Ney awards were introduced in 1958 as a way to recognize the extra efforts put forth by general mess facilities ashore and at sea. The program honors the name of the late Captain Edward F. Ney, who as director of the Navy Subsistence Program between 1940 and 1945, helped maintain high standards of Navy food during World War II.

As in previous years, the 1967 Ney award winners and runners-up were determined by a five-man team of naval officers and civilian members of the Food Services Executive Association, sponsor of the awards program. The Navy Subsistence Office and Naval Supply Systems Command help coordinate the competition.

RUNNER-UP—USS *Talbot County* (LST 1153) placed second in small ship class.

Below: Ney judge chats with Navy men at Fleet Activities, Sasebo, Japan.



JUDGING IS BASED on points for efficiency in food preparation and serving techniques, mess management, sanitation and, of course, appearance, quality and taste of food.

The nine finalists were screened from a list of 41 top messes nominated by area and type throughout the Navy. Each of the nine was required to prepare a meal for judging by the awards committee. Relatively inexpensive ingredients were used to make unusually tasty dishes. (*Gilmore*, for example, cinched the best-feeding large ship honors by adding an extra touch to an ordinary-sounding dish—ham and noodles. The



FANCY salad bar aboard *Klondike*.

Have It

result was a tasty creation called scalloped ham. The Ney judges ruled it absolutely delicious.)

In addition to preparing a meal for judging, each of the nine finalists received a thorough Ney committee galley inspection.

During 10 years of competition, only two messes have captured top Ney Awards more than once; the Bay Hill galley at Guantanamo Bay, Cuba, in 1958 and again in 1960, and the general mess at NAS Miramar, Calif., in 1962 and 1966.

Among the 1967 winners, *Gilmore* and NavComSta San Miguel had placed previously in Ney competition. Both were runners-up in their respective categories in 1966.

THE NORFOLK-BASED stores ship *Denebola*, with well-fed officers and enlisted men, credits good production techniques, general mess decor, and appetizing menus as responsible for her success as the outstanding small mess afloat. Her prize-winning galley staff received additional honors last year; the commissarymen participated in Norfolk's Food Trade and Culinary Art Show and were awarded three trophies.

The sub tender *Gilmore*, based at Charleston, S. C., believes good food is a key factor in her high morale. *Gilmore* cooks spend hours in planning for each meal, with a view toward making the food interesting to look at and such a pleasure to eat



NUMBER ONE—USS *Denebola* (AF 56) served up winning food in her class.



PROUD GROUP—Mess aboard *Klondike* has been best in Pacific Service Force for six years. Below: Large ship with best mess was *Howard W. Gilmore*.





ON THE LINE—*Gilmore's* and *Denebola's* serving lines were winners. Below: Command ship *USS Wright* (CC 2) was runner-up in the class for large ships.



ROOM AT THE TOP—*USS Davidson* (DE 1045) and *USS Topeka* (CLG 8) finished among the nine finalists along with Fleet Activities Sasebo, Japan.



there will be little or no leftovers. (Thrift and waste are important factors in Ney judging.)

Other ships and stations with food good enough to earn their nominations for 1967 Ney awards were:

Amphibious Force, Pacific—*Ogden* (LPD 5), *Tulare* (AKA 112)

Naval Air Force, Pacific—*Coral Sea* (CVA 43)

Submarine Force, Pacific—*Proteus* (AS 19), *U. S. Grant* (SSBN 631)

Service Force, Pacific—*Klondike* (AR 22), *Bellatrix* (AF 62)

Mine Force, Pacific — *Gallant* (MSO 489)

Amphibious Force, Atlantic — *Rockbridge* (APA 228)

Naval Air Force, Atlantic—*Saratoga* (CVA 60)

Submarine Force, Atlantic—*Baracuda* (SST 3)

Service Force, Atlantic—*Cadmus* (AR 14)

Mine Force, Atlantic — *Ozark* (MCS 2), *Pandemus* (ARL 18)

Cruiser-Destroyer Force, Atlantic — *Edward McDonnell* (DE 1043)

Eastern Sea Frontier—*Observation Island* (EAG 154)

First Naval District—Construction Battalion Center Davisville, R. I.

Third Naval District—Naval Station Brooklyn, N. Y.

Fourth Naval District—Inactive Ship Maint. Facility Philadelphia, Pa.

Fifth Naval District—Fleet Anti-Air Warfare Trng. Center Dam Neck, Va.

Sixth Naval District — NAAS Whiting Field, Fla.

Ninth Naval District — Naval Training Center Great Lakes, Ill.

Tenth Naval District—Naval Station Roosevelt Roads, Puerto Rico

Eleventh Naval District—NAS Miramar, Calif.

Thirteenth Naval District—Naval Supply Depot Seattle, Wash.

Fourteenth Naval District—NAS Barber's Point, Hawaii.

Fifteenth Naval District—Naval Station Rodman, Canal Zone

Seventeenth Naval District—Naval Station Adak, Alaska

Naval District Washington—Naval Weapons Laboratory Dahlgren, Va.

Naval Forces Marianas — NAS Agana, Guam

Naval Forces Europe—Naval Security Group Activity Edzell, Scotland

Naval Air Force, Atlantic—Naval Station Argentia, Newfoundland



LTJG Jimmy F. Jensen, USN, and junk CO watch from bow.



Junkmen stand ready as civilian craft is checked out.

JUNK PATROL

AN ORIENTAL junk with high prow, red bow and painted eyes to see in the night is something most U. S. Navy men have never dreamed of sailing.

But in Vietnam there are those who do.

These Americans are advisors to the Vietnamese Navy's Coastal Groups called Junk Forces.

Four such men are advisor Lieutenant Joseph M. Lang and his three assistants: Lieutenant (jg) Jimmy F. Jensen, the group's XO; Boatswain's Mate Second Class Lawrence P. Malone, seamanship advisor; and Engineman Second Class Stephen D. Honeyman, engineering advisor.

They are the Co Van My (American advisors) to Vietnamese Coastal Group 26 based at Binh Ba Island. Binh Ba is located near Cam Ranh Bay 160 miles northeast of Saigon.

Operationally, the U. S. Navy men accompany and advise the Vietnamese on normal junk patrol, ashore on ambush patrol, as liaison to U. S. units while engaged in large scale operations, on civic action mis-

sions to assist the villagers in the area and at the base with everyday problems.

Riding the junks on patrol is a major part of the job for the four Americans. The normal patrol is 24 hours and the junks usually work in teams. The patrols are similar to those of Operation Market Time conducted by U. S. Navy units. However, the junks sometimes patrol closer to shore in their effort to stop enemy infiltration.

On patrols the junk advisors take up chopsticks at meal time and eat with their Vietnamese crewmembers. The meal is usually fish and rice.

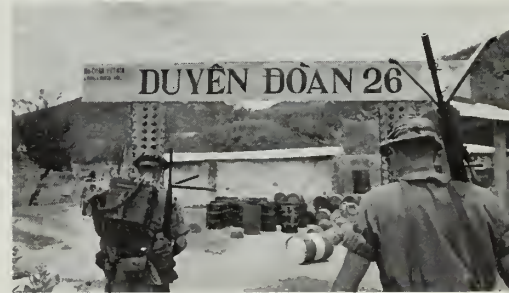
"Sometimes we add a can of boned chicken or turkey to the pot to perk up the diet," said LTJG Jensen.

Long, hot patrols, dangerous ambush missions and the uncountable problems of liaison are the lot of the junk advisors.

But some evenings they can hang up their camouflage fatigue hats, break out a cold drink, relax a little and maybe even think about home.



Junk is beached for repairs. Below: Navy advisors return to base.



S. D. Honeyman, EM2, and L. P. Malone (rt.) eat with Vietnamese guests.

Navy advisor LTJG J. F. Jensen treats cut during inspection.

LT J. M. Lang and L. P. Malone, BM2, check fisherman's papers.





Shell from WW II is examined by LT George Creighton, USN, Below: EOD men surface following underwater training.



Booby-trapped village helps train EOD men. Below: R. B. Pierce rigs Chinese mortar as mine for training session.



VC swinging mace is abstacle on training trail.

JUNGLE

A NEW Hawaiian Command is in the touchy business of identifying and disarming explosives which may range from crude Viet Cong mines to modern nuclear weapons.

The Explosive Ordnance Disposal Group Pacific (EODGRUPAC), commissioned at the Naval Ammunition Depot, Oahu, consolidates many of the previously separate functions of Pacific EOD units.

EODGRUPAC now provides training, administration and logistic support for 54 EOD teams deployed in Vietnam, on board ship, and at military installations throughout the Pacific.

Training at EODGRUPAC is an extension of schooling the explosives technicians receive at the parent EOD School at Indian Head, Md. In Hawaii, however, training is oriented toward missions likely to be encountered in the Pacific and Southeast Asia.

Included in the Hawaii training are underwater techniques in mine disposal (in both clear and dark water conditions), as well as familiarization with various types of U. S. and foreign ordnance peculiar to the Pacific area.

EOD personnel bound for Vietnam receive a special course in a small, but typical, Viet Cong "village," complete with dummy mines, booby traps and mosquitoes.

Most of the instructors are veterans of Vietnam service, and are expert in handling and disarming explosives commonly found in Southeast Asia.

EOD students get the ward an new MK-VI breathing gear.





Instructor locates dummy booby-trap inside VC hut.

PATROL

The Pacific EOD men perform a variety of potentially explosive jobs on board ship, on land and deep in the water. Many have distinguished themselves in recent actions.

Commander Charles K. Naylor, EODGRUPAC's commanding officer, for example, received the Navy Commendation Medal after he directed the underwater explosive operations needed to refloat the destroyer *uss Frank Knox* (DDR 742), which went aground at Pratas Reef in the South China Sea in July 1965.

Another EOD man who gained public recognition for his work is Chief Engineman John J. Lyons, who, according to his citation, "risked his life to help a doctor remove a live 60-mm mortar shell embedded in the body of a Vietnamese soldier."

The EOD workers, all volunteers, represent a cross-section of various ratings. They must undergo stiff physical and mental examinations before acceptance at the nine-month basic course at Indian Head, where they learn the art of rendering a piece of ordnance safe—the technician's way of saying he has disarmed it.

At Indian Head, in Hawaii, and on the job, EOD personnel are constantly reminded that working with live ordnance involves little or no margin for error. EOD jobs either succeed or fail. Thanks to advanced EOD training techniques, such as those employed by EOD-GRUPAC, success is virtually assured, but doesn't come easily.

—Toby Marquez, JOC, USN.

Donold Coles, ET1, checks out hand-held sonar unit.



Sofecrocking touch is used to remove fuse. Below: Trainees learn to recognize and ovoid Viet Cong style "bear trap."



AN INTERVIEW WITH MCPON

IN JANUARY 1967, Master Chief Gunner's Mate Delbert D. Black was selected to fill a new billet known as Senior Enlisted Advisor to the Chief of Naval Personnel. The job's title has since been changed to Master Chief Petty Officer of the Navy, but the duties involved remain the same.

What are the duties of the MCPON?

It's clear the Navy's senior enlisted man has had, for the most part, a free hand at writing his own job description. Chief Black sees the MCPON billet as a direct line of communication between Navy enlisted men and women and the Chief of Naval Personnel. He described himself as a working chief who is in a position to advise cognizant officials of individual, area and Navy-wide personnel problems. He said he works under the Chief of Naval Personnel, but emphasized that he works for every enlisted man and woman in the Navy.

In the following, the first of periodic reports dealing with MCPON activities, Chief Black responds to a number of questions about his job and what he's accomplished during his first year in office.

What prompted the change in title from Senior Enlisted Advisor to Master Chief Petty Officer of the Navy?

It was felt MCPON would be more in line with the element of authority indicated by titles the other services have for their senior enlisted men.

MCPON perhaps adds a little prestige to the billet, but the job itself hasn't changed. My function as enlisted advisor to the Chief of Naval Personnel (Vice Admiral B. J. Semmes, Jr.) is the same now as it was before.

How often do you meet with VADM Semmes?

Once a week. If I want to see him at any other time to discuss a matter I think he should know about, I call his aide for an appointment.

Topics of discussion?

Varied. We talk about matters of interest to enlisted personnel in general, or individual problems. Rights and benefits, uniforms, advancement, housing and other subjects receive plenty of discussion. I may be asked for my opinion of specific programs in effect or proposed. I try to express what I feel is right, and always try to put my finger on the consensus of thinking in the Fleet.

How do you determine what Fleet thinking is?

I travel a lot and talk with as many Navy people as I can. I ask them for opinions. Correspondence from the Fleet runs quite high. We receive some 20 to 30 letters a day; more after I make a trip. I might add that so far no one has told me what I can or can't say. I think a free hand for the MCPON adds authority to the office.

What occupies most of your time in the office?

Correspondence. Most of it involves individual interests or problems. A man may write to explain that some program or policy has created a problem for him. We make every effort to help, but at the same time we avoid bypassing any chain of command. If we're asked for something that should be handled at the command level, we send it back. Generally speaking, though, there's very little correspondence my office has not been able to do something with.

Some examples?

I think it's particularly noteworthy that so many senior petty officers have taken the time to prepare questionnaires asking their men for comments and suggestions. These are forwarded to my office and arm me with Fleet thinking when I'm asked for opinions or advice. I wish more commands would do this. Also, I frequently hear from leadership and career counseling schools and teams. Their reports help us determine further what the men in the Fleet are interested in.

Does your knowledge of what the Fleet is thinking have any influence with BuPers boards dealing with enlisted matters?

It may. I've spent considerable time sitting in on boards as a member or advisor. Here again, if asked for advice or opinions, I say what I think, based on my own 27 years' experience, what I'm told in correspondence or hear during travels, and

TRAVELING MAN—First year for Master Chief Petty Officer of the Navy added up to a lot of traveling. Here, Master Chief Black talks with Oklahoma recruiting unit and members of Navy Wives Club.



what I think the consensus of opinion or desire in the Fleet is.

What are some specific matters of general interest?

We had a large number of telephone calls and letters last summer asking for guidance on CPO initiations.

These were the result of a policy directive on the subject of initiations and ceremonies (SecNov Inst. 5060-20). The instruction seemed clear to me; it said in effect that CPO initiations and ceremonies associated with special events such as crossing the equator are permissible as long as they are not hazardous or detrimental, and do not involve unbecoming conduct.

A lot of chiefs got the idea that this meant the traditional, highly informal CPO initiation should be discontinued and replaced with a strictly formal ceremony.

Not so. There is no objection to CPO initiations conducted in a humorous vein, but at the same time, they should not be hazardous. Proper supervision and planning can insure that the honor and pride that go with making chief are not overshadowed by fun and games. We should not force the initiates to eat or drink against their wishes, nor should we do anything that could lead to bodily injury.

By tradition, fledgling chiefs are not in a particularly dignified category during their initiation. However, those conducting the ceremony should insure an appropriate atmosphere of dignity to avoid any humiliation to the initiate.

In addition, the initiation should end with a formal ceremony during which the new chief is reminded of his responsibilities and is officially welcomed into the CPO category.

Another matter of general interest was first brought to my attention during one of my trips. I observed that some commands are in the practice of giving a special pat on the back to men who retire or transfer to the Fleet Reserve.

Many are presented with plaques or flag kits, and some commands hold a family dinner. In some way, the retiree is singled out for special honors.

I think this is appropriate, and since I heard about it I have encouraged all commands to adopt such a practice. Very often a man will receive a pre-separation ceremony in

accordance with the BuPers Manual, then be transferred to a receiving station for final separation. Certainly anyone who has served the Navy for 20 years or more deserves some form of special thanks.

One of many suggestions my office has received was the one calling for Navywide formation of a Gold Hashmark Club. I checked with various sections in BuPers, and concluded that such a club would be more effective and would have more prestige if handled at the command level.

Do you maintain contact with Navy-interest organizations?

A number of veterans and servicemen family organizations affiliated with or interested in the Navy have asked me to speak before their groups or attend meetings. I wish I had more time for this. Unfortunately, I have to turn a lot of them down. I am particularly anxious to support the Navy Relief Society, the Fleet Reserve Association and the Navy Wives Clubs. These are among the organizations that do a great deal to get things done for Navy people.

What are your plans for 1968?

Generally speaking, I hope to spend more time in my office going over letters from the Fleet. I have a trip to Vietnam lined up for January, but I don't intend to travel 100,000 miles as I did during 1967. I thought it important to travel as much as possible during the early stages of the MCPON appointment to meet as many enlisted men and women as possible, and to let them know where they can reach me. I think now, however, I can be of greatest service by staying close to home base to act as a monitor for correspondence and advisor to BuPers. I hope soon to be able to pass the word on a number of personnel suggestions from the Fleet, with a status report on action taken.

One final question on the subject of leadership. Have petty officers in general found less emphasis on military authority and leadership responsibility during recent years? We're thinking of modern technology and increasing emphasis on specialty skills.

Many petty officers have told me they are not being used as leaders to the extent they were just a few years ago.



GOLDEN SLEEVES—On MCPON's visit to Rhode Island Navy installations Master Chief Block visited with VADM John T. Hoyword, USN, President, Naval War College, Newport, R. I.

Perhaps increased emphasis on technical or professional skill has changed the Navyman's attitude towards military authority. Frankly, though, I don't see why it should.

I do know that if we're not happy with our status, we should ask ourselves what we can do about it. One of our responsibilities as petty officers is to make our junior officers aware of our leadership ability and our desire to run a good ship, department and division.

In our day-to-day contacts with those junior to us, we must set a good example. If we can't handle ourselves, I don't see how or why we should be expected to handle our men.

I think if we insist on fair treatment and observe other rules of effective leadership, we can gain the respect of our men. If we have their respect we're in a position to practice leadership.

Questions on Navy enlisted personnel matters may be addressed to the Master Chief Petty Officer of the Navy at his office: Pers 003, Bureau of Naval Personnel, Washington, D. C. 20370.



BLACK

MANY NAVYMEN throughout the world are wearing a different type of rating insignia, but it isn't on their sleeves, it's around their waists.

The rating, like many others in the Navy, has its own language. Instead of a striker, the novice is a kyu and wears a white or brown rate insignia. The more proficient Navyman is called a dan, and sports a black, red and white or red insignia.

But this Navyman's set of whites is called a gi, and is quite different from the Navy regulation uniform. You've guessed it. The rating is judo, an up-and-coming sport throughout the Navy.

Judo is not currently an All-Navy sport, but selected Navymen do participate in the interservice competition which is held each year.

Participants in the interservice competition are selected from various events held throughout the Navy. At present there are about 40 naval stations, bases and ships listed on the Armed Forces Judo Association mailing list. Many more judo clubs or dojos exist in the Navy, but are not members of that organization. The Navy and Marine Corps Judo Association is another organization to which many station and ship dojos belong. Navymen who are skilled in judo often instruct their shipmates at their duty stations, so judo and other oriental self-defense techniques, such as karate, are not new to the Navyman.

The mid-1940s marked the greatest influx of the sport into the United States. Many Navymen serving in the Orient became interested in the fast, colorful sport and brought many of the techniques back with them. But they were not the first to come in contact with judo. Navymen first saw various forms of the oriental art of combat more than a century ago.

THERE ARE TWO Yondans (4th dan black belt) currently serving in the Navy. Yondan is the highest proficiency rating of judo in the Navy today. The Yondans are Willie Jones, EN1, stationed at Long Beach Naval

BELT NAVY

Station and Lawrence E. Fryar, CS1, stationed at Yokosuka. Both men represented the Navy during the interservice judo competition this year. Fryar was runner-up in his weight class at the interservice meet. He won his weight division in 1966, and also was the 1966 grand champion.

Jones won his interservice weight class in 1966, and was the Navy West Coast champion this year. He also placed third in the Pan American trials held this year. Both Fryar and Jones are training at present in hopes of making the United States team which will participate in the world championships next year.

In addition to local meets, Navy-men participate in the West Coast Navy championship, interservice meet, AAU championships and Pan American tryouts.

THE UNIFORM of the judoka is called a judo-gi. The regular uniform is a natural colored cotton uwagi (jacket) which is loosely worn. The trousers, also loosely worn, are made of heavy material and reach more than half-way down the calf.

Most of the uniforms are double-stitched to prevent ripping during actual participation. The belt (obi), which by color designates the degree of proficiency, is worn around the waist and tied with a square knot in front. The boxed article accompanying this story explains the significance and rate classification of each belt color. The belt must be long enough to wrap around the waist twice, and the ends must extend six inches after the knot is tied (something like an enlarged clothes stop).

Navy-men were among the first Americans ever to see the type of oriental hand-to-hand combat which later developed into the sport of judo. When Commodore M. C. Perry visited Tokyo in 1854, the American Navy-men became interested in the samurai (members of the warrior class) and the sumo wrestlers. The samurai used a barehand fighting method called kumiuchi, a forerunner

of ju-jitsu.

Being interested in combat techniques, the Navy-men enjoyed watching the sumo wrestlers perform. Navy-men who saw this highly technical and effective hand-to-hand combat brought much of it back to the United States with them, in story form at least. Other Navy-men followed that first visit, and they too became interested in ju-jitsu and wrestling.

THE MODERN SPORT of judo descended most directly from the samurai method of fighting. The manner in which the samurai warriors of Japan protected their lords was held secret and passed from

samurai to student. Their fighting methods encompassed the use of the sword, knife, spear, bow and bare hands. Kumiuchi, barehanded fighting, was a forerunner of ju-jitsu.

Along with kumiuchi, the samurai learned fencing, calligraphy, archery, painting, poetry, drama and literature. This refinement was a development during the 12th century when the samurai adopted the system of Zen. It combined the professional skill of the samurai with the moral, artistic and physical training of Zen.

The first recorded account of an organized fighting system in Japan concerned one practiced in the 13th century called yawara. It is also of the ju-jitsu lineage. Earlier accounts trace the beginnings to a fight to the death between two mythical demigods during the eighth century, but this contest is claimed as the beginning of both ju-jitsu and sumo wrestling.

Ju-jitsu emerged as such in the 16th century, growing from the simpler kumiuchi. Many "schools" of ju-jitsu were formed, and instructors



had a tremendous jealousy of each other. Each school specialized in specific methods of combat.

During the 50 years following the visit of Commodore Perry to Tokyo, the Japanese industrial revolution took place. This brought about the abolishment of the samurai warrior, and with him the ancient form of combat which he practiced, ju-jitsu. This passing of the samurai brought about the formation of the sport, judo.

MODERN DAY JUDO development is attributed to a Japanese nobleman, Doctor Jigoro Kano, who formed a "school" in 1882. He initiated the school to prevent a complete loss of ju-jitsu techniques which had their roots deep in Japan's history.

Kodokan judo not only adopted many of the combatant aspects of ju-jitsu, but also the moral and physical aspects of Zen. This can be detected in the requirements for advancement in the judo rank structure. One of these qualifications is good moral character.

Although Kano used ju-jitsu as a basis for the new sport, ju-jitsu and judo are totally different in purpose and practice. Judo is a highly refined and technical sport which offers maximum benefit of physical and moral training with the minimum risk of injury to participants. Because of the nature of the sport, however, bruises are frequent and a bandage is a mark of distinction.

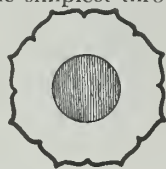
Jigoro Kano's school was in existence for 14 years before the Go Kyo no Waza (five stages of technique) were established. These five stages are integrated into the judo rank requirements and are still used today. The Go Kyo is a systematic guide for teaching judo. It consists of a series of 40 throws, which progress in complexity as to the degree of difficulty and dynamics they represent. To become proficient in any one of the throws takes a great deal of practice and training.

Judoka strive to improve their ability and technique constantly. With proper technique, a contestant can overcome an opponent's superior height, weight or strength advantage.

JUDO IS COMPOSED of hundreds of basic throws or movements which are classified under leg throws, hip throws, hand throws, back and side throws, counter techniques, chokes, arm bars, mat holds and several other

basic movements. Each has a name. This list can be further broken down into standing techniques or groundwork techniques.

Before a student is permitted to try even the simplest throw, he must



first learn how to fall. As much as 90 per cent of the body impact can be neutralized by knowing how to fall. The student is taught to let his body go completely limp and strike the ground with outstretched arm and open palm at the moment of impact. The outstretched arm spreads the area of impact and cushions the shock.

During a match, points are scored by properly executing any one of the basic throws or techniques. Throws

totaling one point mark the end of the match. The duration of the contest is five to 20 minutes, depending upon the status of the match. The contest is a test of skill, however, rather than endurance. A winning throw is one which succeeds in throwing the opponent with force, intention and control so that both feet leave the mat. Holding him on his back for 30 seconds or applying a submission hold is also a win.

A referee decides the winner in each contest and determines points scored. If a full point has not been scored before the end of the match, designated judges pick the winner. Before each match begins, the contestants meet in the center of the mat and exchange salutations. They also do this at the end of the match.

From the word hajime (begin) the match is on, and the action in a judo match is extremely fast. There is little chance to develop technique

FORMAL JUDO THROWS



UKI OTOSHI



FLOATING DROP



SEOI NAGE



FLOATING HIP



HARAI GOSHI



SWEEPING HIP



SASASI TSURIKOMI ASHI
DRAWING ANKLE



UCHI MATA



during a bout; a contestant must have the knowledge and skill required before beginning. The outcome of the match is kept as a record, and this is also a factor in advancing in grade.

Many times during a judo match the opponents seem to be stalemated, but each is, in fact, testing the other's weaknesses. They seek out slight flaws in balance or ability while at the same time protecting their own position. When they do try a certain technique for a point, it is done quickly so they may regain a defensive position.

Judo is fast becoming an important sport in the Navy, and it is a good one because of its excellent physical training. Many Navymen are now trying this new rating. If you would like to become a striker, check with your special services officer.

—Larry R. Henry, JO2, USN

Judo Belts and Their Meaning

The following list is the advancement path of judoka studying Kodokan judo. There are many variations of this list offering a rainbow of colored belts for various degrees, but this is the listing set forth by the Kodokan Institute of Judo and accepted by the United States Judo Federation. The color of belt is based on the Japanese system.

BEGINNERS (KYU)

Rokkyu	6th kyu	white belt
Gokyu	5th kyu	white belt
Yonkyu	4th kyu	white belt
Sankyū	3rd kyu	brown belt
Nikyu	2nd kyu	brown belt
Ikkyū	1st kyu	brown belt

It is not necessary that a student advance from a brown belt to one of the dan grades. An outstanding beginner may go from one of the white belts to the first dan black belt classification.

ADVANCED STUDENTS (DAN)

Shodan	1st dan	black belt
Nidan	2nd dan	black belt
Sandan	3rd dan	black belt
Yondan	4th dan	black belt
Godan	5th dan	black belt
Rokudan	6th dan	red-and-white belt
Shichidan	7th dan	red-and-white belt
Hachidan	8th dan	red-and-white belt
Kyudan	9th dan	red belt
Judan	10th dan	red belt

There are two more dan ranks, but they have never been attained.



SHOULDER THROW



KATA GURUMA SHOULDER WHEEL



UKI GOSHI



TSURI KOMI GOSHI DRAWING HIP



OKURI ASHI HARAI
SWEEPING ANKLE



INNER THIGH



SUMI GAESHI CORNER THROW

LETTERS TO THE EDITOR

Travel Claim

SIR: I have received transfer orders, and wish to have my dependents travel to my new duty station ahead of me. After their travel has been completed, but before I am detached from my old command, shouldn't I be able to draw their travel allowances and the dislocation allowance? My disbursing office says I must wait until my date of transfer before I can receive these payments. If I'm entitled to dependents' travel and dislocation allowances, it seems only fair that I receive the money as soon as their travel and move are completed—J. L. J., ICC, USN.

• You make a point that Navy Travel Instructions goes along with—to some extent. You are entitled to receive payment for your dependents' travel when their travel is completed. However, you must wait for the dislocation allowance.

Travel Instructions draws very definite lines when discussing money. In the case of your dislocation allowance, what seems fair to you would be a departure from paragraph 9051-7, which states that payment may not be made before the effective date of your orders (the date you are transferred).

The guideline for payment of your dependents' travel claim is paragraph 7101-6 of Travel Instructions. Reimbursement may be made after completion of the actual travel of the dependents, not to exceed travel authorized, provided travel commenced after you received your orders.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Minesweeping Lights

SIR: I have a couple of questions regarding the Rules of the Road in relation to minesweeping operations. First, the Rules very clearly state that when minesweeping, a vessel must display (a) running lights, and (b) three green minesweeping lights at yardarms and masthead. Fine, that's crystal clear.

However, if we read further down the Rules of the Road, we find one that calls for three "task lights" displayed vertically (red, white, red) if a vessel is engaged in underwater operations and maneuvering with difficulty. Now, when a minesweeper is minesweeping, she is engaged in underwater operations, and also does not have full maneuverability. Should she, therefore, display (c) the three task lights?

Secondly, assuming we must display the task lights, do they automatically give us the right of way?—C. A. S., SMC, USN.

• Strictly speaking, the ship's task lights (red, white, red) should not be displayed when the green minesweep-

ing lights are shown. As you know, however, during the course of minesweeping operations, there are many other tasks that the minesweeper is engaged in that fall under the "task lights" category. Therefore, many Officers in Tactical Command (OTC) have required that both sets of lights be displayed.

The Rules of the Road do not require both sets, however. The Commander Mine Force, U. S. Atlantic Fleet, issued an instruction to clarify the rules on this point for Atlantic Fleet minesweepers (CoMinLant Inst 3434.1A). In essence, it states that the OTC of any minesweeping operation, at his discretion, directs whatever measures are to be employed commensurate with the mission, tactical situation, and local sea traffic conditions.

To answer your second question, yes, the minesweeper has the right of way when displaying task lights. First of all, when and if a vessel displays task lights (red, white, red), she has proclaimed to all within a radius of at least two miles that, because of her work, she is unable to get out of the way of approaching vessels.

Therefore, other vessels that are free to maneuver must keep out of her way. This includes, incidentally, fishing vessels engaged in fishing.

One further point regarding right of way. There are degrees of non-maneuverability. For example, if a vessel is engaged in lifting and repairing a large, heavy submarine cable, she would have the right of way over a vessel engaged in launching or recovery of aircraft—even though both may be displaying task lights.—Ed.

Army Parachute Insignia

SIR: During my three years of service in the U. S. Army (Airborne), I earned my senior parachutist's wings.

I left the Army, however, and joined the U. S. Navy where I volunteered for submarine duty and earned dolphins.

I would like to know if I am entitled to wear both my Army parachutist and my Navy submarine insignia on my Navy uniform. If I am, I would also like to know how they should be displayed.—D. D. L., STS2(SS), USN.

• While you are in the Navy, the Army parachute insignia will have to remain in your seabag. The reason: U. S. Navy Uniform Regulations prohibits wearing qualification insignia of other services or nations on the uniform.

Had you earned the Navy parachutist insignia in addition to your submarine dolphins, you could wear both at the same time.—Ed.



REPAIRING OFF VIETNAM—USS Tutuila (ARG 4) is the primary support ship for Market Time patrol craft off South Vietnam.—Photo by PH2 T. Lang.

Last DD Lost in WW II

SIR: ALL HANDS has printed the history of many Navy vessels but I continue to watch in vain for the story of my old ship, USS *Callaghan* (DD 792). I served in her during World War II and was aboard when she was sunk off Okinawa.—E. T., SDC, USN.

• Wait no longer. We appreciate your taking the trouble to bring the career of *Callaghan* to our attention.

Callaghan was launched at San Pedro, Calif., and put in commission on 27 Nov 1943—about one and one-half years after the tide of the Pacific war began turning in our favor at Midway.

The place of her launching and the date of her commissioning destined *Callaghan* for arduous duty in the Pacific war and the destroyer's itinerary and activities included many of the places and battles which are now history. She earned eight battle stars.

In October 1944, for example, *Callaghan* accompanied *Lexington* (CVS 16), *Essex* (CVS 9) and *Princeton* (LPH 5) (then an aircraft carrier) for strikes on Okinawa and Formosa. The task force, however, came under heavy enemy air attack during which one Japanese plane was downed only 200 yards off *Callaghan*'s starboard beam. During the attack, three other enemy planes set a crash course toward the destroyer but missed their target, although one succeeded in crashing into a cruiser.

Callaghan had similar narrow escapes between then and 29 Jul 1945 when general quarters rang throughout the ship shortly after midnight. *Callaghan*'s gunners fixed an antiquated biplane in their sights and drove it off with anti-aircraft fire.

Ironically, however, the same plane returned, skimming over the water unobserved until just before it crashed into the ship's starboard side.

The plane exploded immediately and its burning gasoline sent a 150-foot sheet of flame from the after section of the ship.

Four minutes later, a bomb that had penetrated to the after engine room exploded, blowing holes in the hull through which seawater poured.

Meanwhile, fire on the deck ignited anti-aircraft ammunition, sending exploding shells in all directions.

Ten minutes later, *Callaghan*'s captain ordered the ship abandoned except for a salvage detail. An LCS came alongside to help fight the fire but bursting ammunition forced her to withdraw with *Callaghan*'s wounded and the salvage detail.

The Japanese attack continued for two more hours but the battle had ended for *Callaghan*. She sank stern first at 0235.

Japanese kamikaze attacks against ships off Okinawa were commonplace



DECORATED FOR RESCUE—Luther N. Rooks, BM1, is presented Bronze Star by RADM C. Karaberis. Rooks was skipper of a minesweeper boat which rescued Navymen under enemy fire.—Photo by D. Reed, PH2.

in those days and many vessels were victims of crashing planes. We must, therefore, look elsewhere for the clincher in the *Callaghan* story.

It lies in a bit of irony which has much in common with *Remarque's* novel about the World War I soldier who was killed in the last minutes of World War I.

Like the soldier on the Western Front, *Callaghan* met her end just 49 minutes before her scheduled return to the United States. Her official ship's history states that she was the last destroyer to be sunk during World War II.—Ed.

Where the Stars Come From

SIR: Many thanks for the fine four-page spread on "Fleet Greets Stars at Sea" in the August issue. As a result of your article, I'm sure many men will say, "How can we get one of these shows?" To help answer the question, I'd like to give a further rundown on the program.

The program is administered by the Armed Forces Professional Entertainment Office (AFPEO), a joint office under The Adjutant General, Department of the Army, for the Department of Defense. The office is staffed by one representative each from Army, Navy, and Air Force.

The mission of the office is to provide high quality live professional or comparable entertainment to armed forces overseas. In performing the mission, the office maintains liaison with United Service Organizations, Incorporated

(USO), and other civilian entertainment agencies in procuring live entertainment. (See BuPers Inst 1700.11 for additional information.)

The scheduling is broken down into eight areas or circuits with one command in the area designated as area coordinator. Annually, in early fall, AFPEO requests that area coordinators survey commands in their area of responsibility as to type and amount of entertainment desired for the next calendar year. The area coordinators forward this information to AFPEO, which endeavors, within budgetary limitations and with the cooperation of USO (which is the prime source of procurement), to provide the entertainment requested.

As the Navy representative in the office, I know comments from Navy personnel on the program would be appreciated. They may be forwarded to: Lieutenant L. A. Derrough, USN, Office of The Adjutant General, Attn: AGME, Department of the Army, Washington, D. C. 20315.L.A.D., LT, USN.

• We wondered where these fine shows came from. Now, thanks to Lieutenant Derrough, we know.—Ed.

A Ship, Yes; Commissioned, No

SIR: I'm a former Navymen and I recall that, back during World War II, the LCT (landing craft, tank) was the Navy's smallest commissioned ship. A former chief I've talked with recently disagrees. He maintains that LCTs were not commissioned ships.

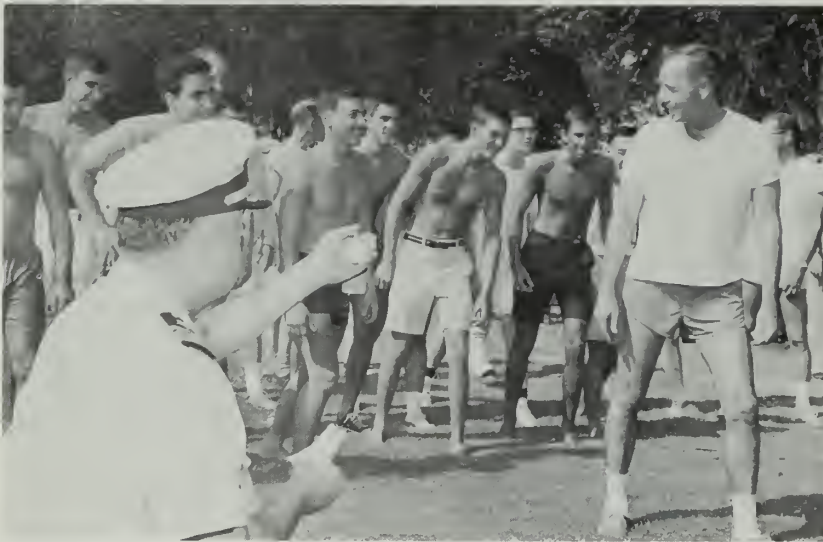
I served in the LCT 357 in Saipan. She had been stationed in the Aleutians, but moved to Saipan under her own power. Wouldn't this make LCT 357 a ship in her own right?—W. G. M., Denver, Colo.

• A ship, maybe, but not a commissioned ship. Our well-thumbed Webster's defines ship as "any vessel of considerable size navigating deep water and not propelled by oars, paddles, or the like." In this sense, LCT 357 qualified as a ship.

However, she was not a commissioned ship. LCT 357 was placed "In Service", which means she was part of a base rather than a separate command. We can find no documented history of LCT 357. Records do show that her last known base was Saipan, and that she was stricken from the Navy list in December 1947.—Ed.

Travel Route to New Duty

SIR: If a man receives a set of PCS orders with delay in reporting authorized from one overseas assignment to another overseas assignment, may he be authorized to travel on leave to the United States at the expense of the government, or must he pay his own



NAUTICAL RACE—Eager cindermen await the start of the nautical mile race held at 11th Naval District Reserve headquarters. *Rt:* Jay Romais, QM3, crosses finish line in 4:49 to win, setting the existing and only record.

way from his former duty station to the States and then to his new duty station? —K. D. G., YN2, USN.

• While an individual may be entitled to travel allowances, either six cents a mile or government furnished transportation between the two duty locations, he may not receive a free travel ticket to and from Stateside. The only exception to this rule would be when the man's route from his former overseas assignment to his new overseas assignment takes him "directly" through the United States. This is in accordance with paragraphs M 4156 and M 4159 of the Joint Travel Regulations.—Ed.

Navy's Fastest Nautical Mile

SIR: I recently had the idea of having a nautical mile track competition among Naval Reserve personnel. The purpose was to call attention to the necessity of physical fitness, and to increase morale and esprit de corps. I announced that I would also participate in the race and issued a challenge to other units as well as all Reserve Training Center personnel.

Since I had never previously run a

race, let alone a mile race, I found it necessary to commence intensive training one month prior to the event just before winter set in.

All personnel were given the same time to prepare for the race, and there were no handicaps or quarter given to anyone. Most of the entries were of high school or college age.

The winner, Quartermaster Third Class Jay M. Romais, USNR, is a miler on the San Fernando Valley State College track team, and it is his record of four minutes and 49 seconds for the nautical mile that we claim as a world-wide track record.

I came in 11th with a time of seven minutes and one second, which I hereby claim is a world record for the nautical mile for commanders over 40.

All in all, the race was a great success, and except for some sore muscles, no serious aftereffects were noticed. The first four winners were awarded ribbons and engraved medals, and each participant who completed the race was given a special certificate indicating outstanding physical fitness in qualifying for the nautical mile run. In addition, everyone had a great deal of fun, especially those able to beat "the old man"! —E. F. Rippee, CDR, USNR.

• Commander, looks as though you've started something.—Ed.

He's Still the Boss

SIR: What criteria are used to determine if a command billet warrants the title of "Commanding Officer" or "Officer in Charge?"

Furthermore, why have two separate titles at all? As it is, under UCMJ ruling, a lieutenant commander, or his senior, would have reduced authority under the title of Officer in Charge.

I recommend one title for all officers

in command of any duly constituted naval activity.—C. F. I., LT(SC), USN.

• There are a number of criteria, so we're told by the policy people.

First, designation of CO and OIC is primarily based on an activity's mission; secondly, its geographical location with respect to other naval activities.

Also taken into consideration are its physical size and the number of military and civilian personnel it has assigned or employed. The extent to which the officer in command or in charge must administer discipline under the UCMJ (which is outlined in detail under SecNav Inst 5450.4B) is another factor weighed before a CO/OIC designation decision is made.—Ed.

Who Was Captain See?

SIR: I understand that Captain Thomas Jefferson Jackson See was said to be one of the world's great astronomers and geometers. I know he retired in 1930, and little else, yet I would guess he was a very interesting man. What can you tell me about him?—P. D. F., YN2, USN.

• "Interesting" is a mild term. From what we can gather by reading between the lines of various articles about him, "provocative" might be more apt. Under these circumstances, we will try to confine ourselves to a plain statement of verifiable facts.

Who's Who for 1944-45 devoted nearly eight inches of space to his activities, listed numerous scientific papers he wrote, and described many of his scientific investigations.

He was born near Montgomery City, Mo., on 19 Feb 1866. He attended the University of Missouri from 1884-1889, and later studied at the University of Berlin, Germany, where he received his Master's and Doctor's degrees.

GOOD food makes good morale.



During Professor See's early scientific investigations, he specialized to some extent in the study of double (binary) stars. While studying at Berlin, he determined the orbits of 40 binary stars, and later, as an instructor at the University of Chicago, wrote an extensive paper on their origin, with the aid of his students.

He was commissioned in the Navy as professor of mathematics on 10 Feb 1899. He joined the staff of the U. S. Naval Observatory, Washington, D. C., where he worked for three years measuring the diameters of various planets and satellites.

After a semester as an instructor at the U. S. Naval Academy, he was ordered to the Naval Observatory at Mare Island, Calif., in 1903, where he was to remain for 27 years.

During his long tenure at Mare Island, Professor See studied the laws of cosmic evolution, and published a great number of papers on scientific subjects. He expounded his theories on the cause of earthquakes, the size of the Milky Way, the internal structure of the sun, and the origin of the solar system.

In 1910, he published *Researches on the Evolution of the Stellar Systems*, Vol. II, *The Capture Theory of Cosmical Evolution*. Contained in this 750-page book were unorthodox ideas on many aspects of astronomy.

Describing what he hoped to accomplish with this work, Professor See made no apology for his provocative theories:

"For after long and careful meditation I have concluded that unless some one has the courage to brush aside the

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Density (AM 218)*—The second reunion of everyone who served on board will be scheduled to be held at Clear Lakes resort, near Mason City, Iowa, 16 to 18 July. For additional information, write to LaVerne Bailey, 1513 Bradford Drive, Irving, Texas 75060.

erroneous doctrines heretofore current, as one would the accumulated dust and cobwebs of ages, we shall never be able to cut loose from antiquated traditions and make lasting progress in reducing Cosmogony to a scientific basis. . . . The necessity for getting rid of this dull treadmill of stationary effort has appeared to justify a stand not one whit less resolute than that which was taken by Copernicus when he laid the foundations of the true system of the world."

Although his contemporary astronomers received this work coolly, Professor See's speculations on the origin of stars, the formation of comets, and how the moon's surface features were formed, are thought even today to have some merit.

In 1922 he published his "Electrodynamie Wave-Theory of Physical Forces," which questioned Einstein's

theory of relativity. Einstein later came out with his Unified Wave Theory, which was more in accord with CAPT See's findings.

It remains, of course, for the scientific community to judge Professor See's contributions to the world's knowledge of astronomy. We can only pass along what information we have been able to dig out of old magazine articles.

As are many men of genius, CAPT See was said to be egotistical, and he certainly was colorful. He was a well known "character" at Mare Island.

During the years of the Construction Corps of the Navy, many of the Corps officers were chosen from among the top graduates of the Naval Academy, and were regarded as the brains of the Navy. One constructor, stationed at Mare Island in the late '20s, ran into CAPT See in the Administration Building one day and asked him to solve a particularly baffling mathematical problem that had made the rounds of the Corps without a solution.

CAPT See was silent for about a minute. The constructor chuckled, and observed that he was stuck.

"Oh no, son," he said, "I've already done it three ways, and I'm trying to think of one that you would understand."

From Navy records, we do know that Professor See was promoted to commander in 1906, and to captain in 1913.

CAPT See was transferred to the retired list on 19 Feb 1930, having reached the compulsory retirement age of 64. He continued his studies into the basic laws of nature until he died on 4 Jul 1962.—Ed.

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YOUR IDEAS ARE WORTH

What do you know about the Navy's Beneficial Suggestion Program? This is a "wide fringe" benefit which pays off in two directions: to the Navy and to the individual with the bright idea that saves money, time or manpower, or all three.

There is one catch—you have to follow through on your beneficial suggestion. On the following pages is a pictorial centerspread which charts the route you should take in submitting a beneficial suggestion. Below you will find reports from throughout the Fleet which point up a few of the typical examples of beneficial suggestions.

SINCE THE U. S. NAVY initiated the Beneficial Suggestion Program, many new and easier ways of doing things have been devised. In Vietnam some of these suggestions are instrumental in saving the lives of servicemen. A recent suggestion submitted by a Seabee of U. S. Naval Mobile Construction Battalion Four on deployment to DaNang in the Republic of Vietnam is a good example of such a suggestion.

One of the major tasks of MCB Four while on deployment in Vietnam is the conveying of men, materials and equipment to construction sites such as the huge Liberty Bridge across the Thu Bon River, and An Hoa, south of Da Nang. The roads



IDEA MAN—ADJ George Shields receives award for timesaving tool he designed while repairing aircraft engines at NAS Atsugi.

these convoys travel are swept daily for mines, but on occasion the enemy replants mines in the route of an unsuspecting convoy.

Early in MCB Four's deployment a convoy vehicle struck a mine which killed all occupants. All were Seabees attached to MCB Four. Lieutenant George W. Partlow, CEC, USN, noted the value of a protective shield on these vehicles, since

his convoys would be traveling these hazardous routes day after day throughout the deployment.

LT Partlow is the officer in charge of all automotive and construction equipment used by MCB Four in Vietnam. To provide increased protection for convoy vehicles, LT Partlow devised an armor plating which could be installed in almost any vehicle.

Formerly these vehicles were sandbagged on the floor of the cabs and in other vulnerable locations. This sandbagging afforded some protection against mines; however, lives were still in danger and injuries were still being sustained even with this sandbag protection.

The new method proposed and designed by LT Partlow and now in use by MCB Four consists of installing $\frac{3}{8}$ -inch steel plate under the fenders and beneath the cab of the vehicles. Layers of sandbags are then placed between the plates and the truck members. This combination of metal plating and sandbags creates a more effective barrier to protect the driver and passengers from blast effects and shrapnel resulting from an exploding mine.

The new plating system received its first test shortly after installation. During a convoy to one of MCB Four's construction sites, a recently plated vehicle hit a mine. The resultant blast completely wrecked the front end of the vehicle; however, there were no injuries to personnel in the cab.

Of course, actual incidents are not the ideal way to test an idea, but it was proved highly effective. LT Partlow's idea has been referred to other commands in order that they might also adopt this added protection for their personnel.

For his suggestion LT Partlow received a cash award of \$250.

—D. Johnson, JO1, USN

CHIEF AVIATION ORDNANCEMAN Bennie A. Juel has received an \$800 cash incentive award for an invention that has already saved the Navy approximately \$30,000 in its first year of operation.

Captain Dexter C. Rumsey, II, Commander Fleet Air Norfolk, presented the check to Chief Juel.



A BETTER WAY—Chief Aviation Ordnanceman Bennie A. Juel with missile loader he invented. It permits fast, safe, accurate loading with less men.

MONEY!

Chief Juel, now assistant to the Weapons Officer on the staff of COMFAIRNORFOLK, designed and built his invention while serving with Fighter Squadron Thirty-Three aboard the carrier USS AMERICA.

His invention, officially dubbed the "Juel Loader," is a mechanical-hydraulic device, built from parts of various obsolete equipment which had been doomed to the scrap heap. It permits fast, safe and accurate loading of missiles under all conditions, and reduces, from five to three, the number of men required to do the job.

The Juel Loader is used primarily to load the Sparrow III missile aboard F-4B aircraft. However, tests have shown that it can also be used to load the Shrike missile aboard the A-6A Intruder and it is readily adaptable to many other weapon loading situations.

A NAVYMAN on temporary duty shoreside at NSC Long Beach, Calif., saw a way to improve Navy supply operations and won \$190 for his efforts.

Charles T. Cavanaugh, Jr., earned the award for his beneficial suggestion, "Use of a Machine Instead of Manual Operation for Pulling AOB Control Cards."

Cavanaugh, an electronics technician third class (Radar) aboard USS Manatee (AO 58), was on temporary duty in the purchase division at the Naval Supply Center when he conceived the idea. Instead of



SEABEE SOLUTION—LT G. W. Partlow, CEC, USN, of MCB 4 points out how his idea for steel plating vehicles will protect personnel from a mine blast.

manually pulling and matching punched cards used in the division, Cavanaugh suggested a mechanical process that eliminated this time-consuming operation.

The award was the first given to an enlisted man by the Naval Supply Center Long Beach since the Navy's Beneficial Suggestion Program was extended to include the military.

AT A SPECIAL award ceremony, the first at the U. S. Naval Communication Station San Juan, Puerto Rico, William H. McKinney, Radioman second class, USN, and Norman



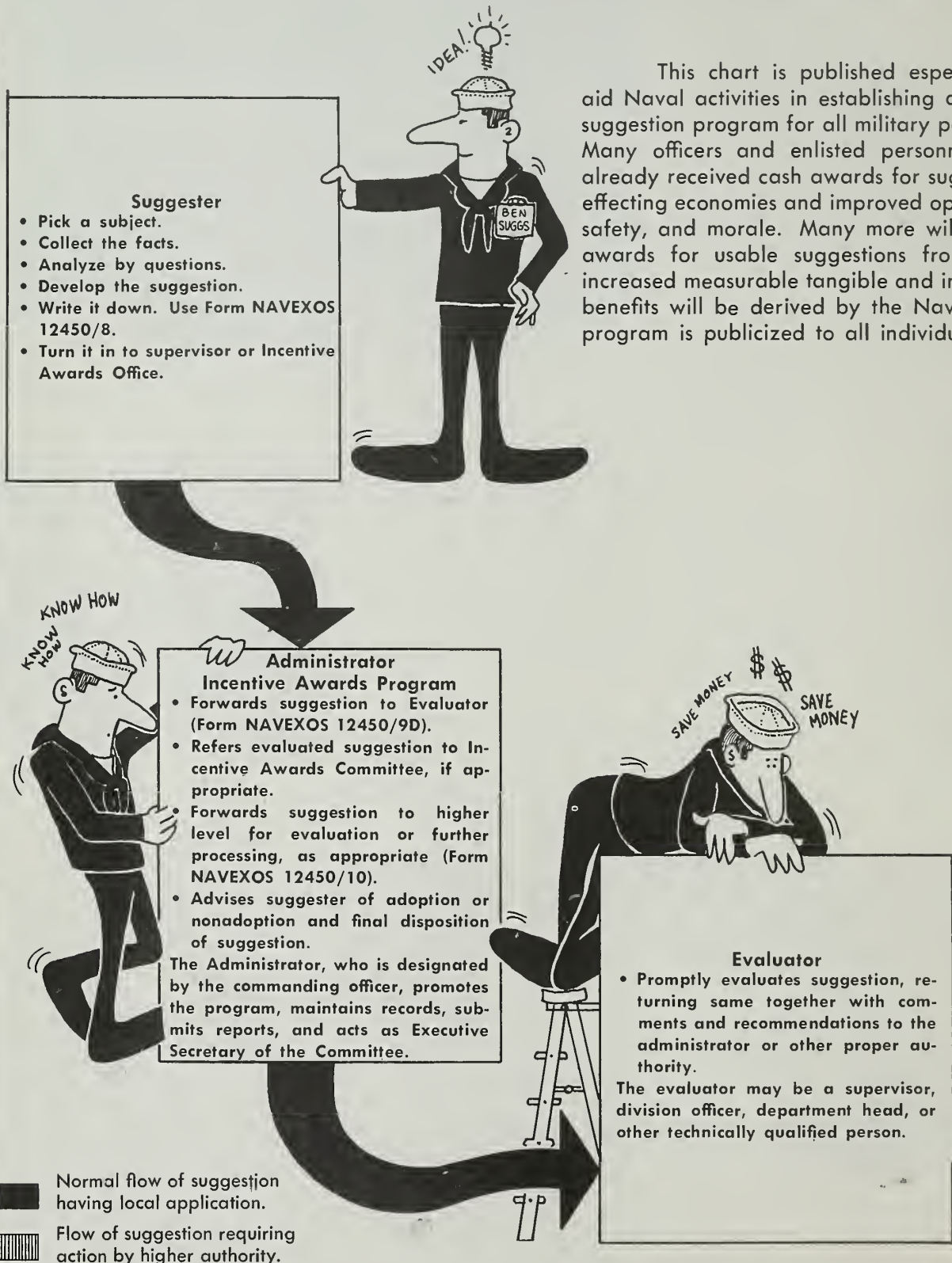
MONEY MAN—C. T. Cavanaugh, Jr., ETR2, receives money for improving supply system at NSC Long Beach.



CASH AWARDS—Four aviation electronics technicians from NAAS Meridian, Miss., receive checks for beneficial suggestions. Left to Right: D. L. Curtis, ATC; J. D. Shea, AT3; R. G. Merriman, AT3; and C. W. Foster, AT2, USN. Right: W. H. McKinney, RM2, and N. R. Reeves, RM1, receive awards at a presentation ceremony held at San Juan.

INTRODUCING... BEN SUGGS

This is the Navy Beneficial Suggestion Program and how it works.



Technical Bureau or Systems Command

- Evaluates suggestions beyond the scope of the commanding officer or type commander, approving awards as appropriate.
- Refers to the Navy Incentive Awards Board suggestions involving awards in excess of the amount which the bureau chief or systems commander may approve and those requiring referral to other armed services or federal agencies.

Navy Incentive Awards Board

- Reviews and acts upon suggestions and award recommendations involving awards in amounts exceeding authority delegated to bureaus, offices, and system commands.
- Refers suggestions for adoption to other armed services or federal agencies.

Type Commander

- Approves of Force adoption or nonadoption of the suggestion.
- Forwards the suggestion to the cognizant technical bureau or systems command, as appropriate.

Commanding Officer

- Acts on recommendations of the Committee or other proper authority as to local adoption or nonadoption of the suggestion. Approves awards for adopted suggestions, as appropriate.
- Approves, as appropriate, referral of the suggestion to the Type Commander or cognizant technical bureau or systems command for further evaluation and/or consideration for adoption.

Local Committee Incentive Awards Program

- Reviews evaluation report to ensure that suggestion has been evaluated properly, determines award eligibility of suggester, and makes recommendation as to the amount of award.

The Committee is appointed by the commanding officer and may, at its discretion, delegate authority to the Awards Administrator to act for it in carrying out the routine duties and responsibilities of the Committee.

QUIET!
COMMITTEE
in
SESSION

(continued from page 31)

R. Reeves, Radioman first class, USN, received a check for their beneficial suggestion that is expected to save the U. S. Naval Communication Station several hundred dollars annually in the operation of its communication center. Their suggestion modified the printing hammer on various Model 28 automatic typers, thereby eliminating excessive wear of printing hammer and type pallets. McKinney and Reeves were the first military personnel assigned to naval

activities in Puerto Rico, and among the first in the entire Department of Defense activities in Puerto Rico to benefit from a directive of the Secretary of the Navy authorizing cash awards to military personnel for money-saving suggestions.

AVIATION MACHINIST'S MATE First Class George A. Shields, USN, was the first member of the armed forces at Naval Air Station Atsugi, Japan, to receive a cash award for an adopted suggestion. Shields, assigned to the base's aircraft mainte-

nance department, received the \$26 award check from Captain A. M. Porter, USN, commanding officer of NAS Atsugi.

Petty Officer Shields, who was assigned to the J-79 Complete Repair Program for the station, designed a tool which saves about six man-hours per engine. His invention enables an aircraft engine to be tested for oil leaks at midpoint in the assemblage. Previously the test was possible only after complete assemblage.

"The tool can be used by all complete engine repair activities," according to the station's aircraft maintenance officer. Shields received an initial check of \$26, but this amount is expected to be increased if the new idea is widely adopted.

AMONG THE FIRST Navymen to receive cash awards for money-saving suggestions were a group at the Naval Auxiliary Air Station Meridian, Miss.

Cash awards were presented to Robert G. Merriman, Aviation Electronics Technician third class; James D. Shea, Aviation Electronics Technician third class; Charles W. Foster, Aviation Electronics Technician second class, and D. L. Curtis, Chief Electronics Technician.

Shea's design of a "GTC-85 Remote Start Cable Tester" to test remote start cable used in conjunction with the T-2A *Buckeye* brought him \$70. It was estimated that this tester would save the Navy \$1320 the first year.

Foster designed an "armature rack" that would provide easy storage for two different size armatures. The rack is designed to eliminate excess damage to the armatures while out of generators and inverters.

Chief Curtis, along with a civilian employee, was awarded \$130 for a joint suggestion to improve the testing of a transmitter. The minor modification allows the technician to test the transmitter on voice without jury rigging a mike inside the equipment. It was estimated that this suggestion would save the Navy \$1530 the first year.

Although this program authorizes payments up to \$25,000, most will be much smaller. Suggestions don't have to be of such magnitude as to eliminate the national debt. Any idea, design or program which will save the government money will be considered. Awards are proportioned according to the savings.



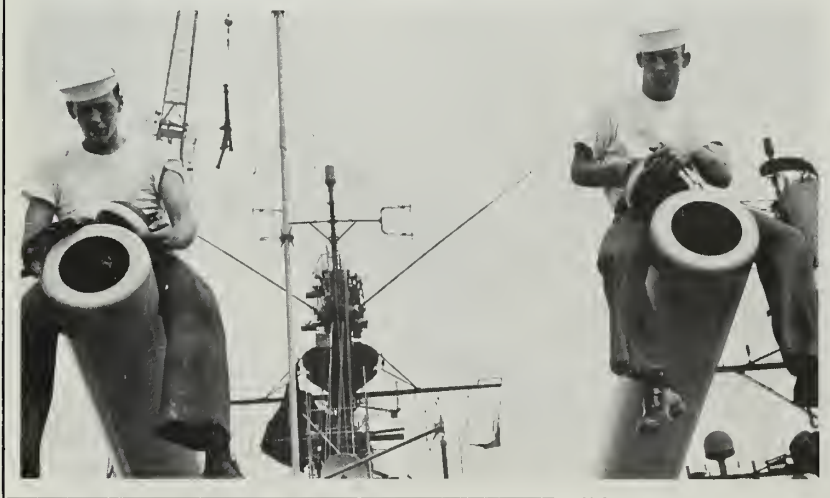
St Paul's Batteries Rebarreled

The guns of the cruiser *uss Saint Paul* (CA 73) were fatigued. In fact, they were worn out, and they had a right to be. Since the heavy cruiser was commissioned in 1945, tens of thousands of 220-pound projectiles had been shot out of her 8-inchers.

After a recent three-day battle with Viet Cong shore batteries, it

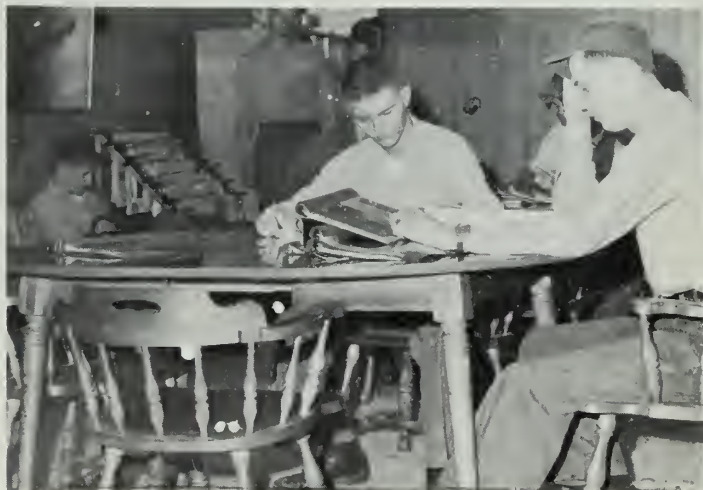
was evident that it wouldn't take much more for the gun barrels to peel back like bananas.

Consequently, the "Fighting Saint" received orders to head for Subic Bay to have her main batteries rebarreled. After three weeks in the hands of the Ship Repair Facility at Subic, *Saint Paul* was again ready to trade booms.





Corriermon looks for gift in new walk-in store



USS Wasp's new library/crew's lounge is busy spot

The Habitability Team

YOUR ASSIGNMENT: Set up a program to make your ship a more congenial place to live.

It's a job any crew would tackle with enthusiasm. Here's how men of USS Wasp (CVS 18) went about it.

The newly created Habitability Division was formed because of the many overlapping requirements for such a project. The Division is made up of electricians, shipfitters, pipefitters, machinist's mates, storekeepers, seamen, and airmen from every department. Because of the wide range of talents in the HB Division, relatively little assistance has been needed from other divisions, tender or the shipyard.

The first area that the HB Division tackled was the crew's library and lounge. "Temporary" bulkheads, bookshelves and floor tiling were taken out. The library was stripped and rebuilt from the bare metal.

Now, the bulkheads are paneled with fire-retarding paneling, and the

overhead has a suspended acoustical ceiling. A stereo record player, radio, and tape recorder have been built into the bookshelves, and several hundred new books have brought Wasp's library up to the equal of any in the Navy.

Waspmen are now proud to entertain their guests in their library lounge.

Before the library renovation was completed, HB Division started on the mess decks. Half were closed while fire retarding paneling and a suspended acoustical ceiling were installed. Air-conditioning and a stereo system were installed; new tables and chairs bought.

The ship's barber shop was next. All the old equipment was surveyed, and new barber chairs and cabinets installed. Again, fire retarding paneling, suspended acoustical ceiling and air-conditioning were included.

Next was a walk-in ship's store. It was squeezed into the space where

the crew's lounge had formerly been. Serving as a supplement to the main ship's store, it features cameras, tape recorders and household appliances, as well as articles for everyday use.

The old stretched-canvas type bunks are being replaced with pullman bunks. Seven hundred are being installed on a trial basis, but it is anticipated that eventually all the old-type bunks will be replaced. Fluorescent lights are replacing the incandescent types in many of the berthing areas, and oscillating fans are being installed in all the berthing compartments.

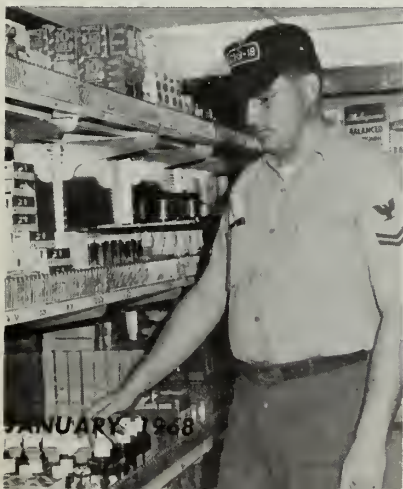
The largest project to be undertaken by the Habitability Division is the construction of a combination ship's theater, TV studio and training office. Built in a sloping void, it will contain facilities to broadcast movies, special programs and training lectures throughout the ship via closed-circuit TV.

—S. J. Craychee, JO3, USNR

Ship's store offers choice of records

Wasp's new barber shop has class

More shopping in new ship's store



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

DE Named for Shields

A destroyer escort has been named in honor of Marvin Shields, Navy Medal of Honor recipient killed in action in Vietnam. The keel of the new ship, *Marvin Shields* (DE 1066), is scheduled to be laid in early 1968.

Construction Mechanic Third Class Marvin G. Shields, who was killed 10 Jun 1965, was awarded the nation's highest award posthumously by President Johnson. Petty Officer Shields' wife accepted the award during a White House ceremony. For a detailed story of his heroism, see the February 1967 issue of *ALL HANDS*, page 2.

Petty Officer Shields was serving with Seabee Team 1104 at Dong Xoai, South Vietnam, when a Viet Cong regiment launched full-scale attack on a U. S. Army Special Forces camp in the area. Although wounded, Petty Officer Shields continued to resupply his fellow Americans with ammunition while at the same time returning the enemy fire.

Wounded a second time during the attack, Petty Officer Shields nevertheless assisted in carrying a more critically wounded man to safety. He then resumed firing at the enemy.

When the commander of the Special Forces detachment asked for

a volunteer to accompany him in an attempt to knock out an enemy machine gun emplacement which was endangering the lives of all personnel in the compound, Petty Officer Shields volunteered for the mission. He was mortally wounded.

DE 1066 was authorized under the Fiscal Year 1965 Shipbuilding and Conversion program. Her armament will consist of one 5-inch/54-caliber gun, *Asroc*, and antisubmarine torpedoes. *Shields* will be 415 feet long with a beam of 44 feet and a full-load displacement of 3400 tons.

Medcap Mission

Ten men clad in green combat fatigues gather around a huge wall map in the River Patrol Boat headquarters building at Nha Be, South Vietnam.

A Navy psychological officer briefs them on the mission they are about to undertake. It won't be a shooting mission, not intentionally, anyway. These men are volunteers participating in a Medical Civic Action Program, called MEDCAP, and their target for today is a village located 20 miles southeast of Saigon, deep in the Viet Cong-influenced territory of the Rung Sat special zone.

Each of the volunteers, including

corpsmen, is a seasoned veteran of River Patrol Section 543, charged with patrolling the inland waterways of the Rung Sat.

After the briefing session, the men set about getting supplies loaded aboard *PBRs* 48 and 42. Soon they were underway and headed down the Long Tau River bound for the isolated village of Tam Thon Hiep on the Dong Tran River.

To get from one river to the other, the boats had to navigate a narrow canal near where another *PBR* earlier had been hit by enemy recoilless rifle fire. Therefore, the crews manned their guns alertly as the boats plied the Dong Tran on the approach to Tam Thon Hiep.

There was very little activity along the river banks adjacent to the village. A few men were working on their sampans, but most of the women and children stayed inside their thatched-roof huts.

As the two *PBRs* edged up to the sampan pier, a few villagers emerged, primarily out of curiosity, but they were cautious. After the boats were docked, a Vietnamese interpreter, accompanying the Navy-men, went ashore to talk with the village chief.

Since this was the first MEDCAP ever made to the village, everyone was on guard. No one knew exactly

USS CAMDEN (AOE 2) fits snugly in the 110-foot-wide Miraflores Locks during a transit of the Panama Canal.



what to expect. Neither the villagers nor the Navy men.

However, upon learning the purpose of the PBRs' visit, the chief quickly had the word spread that all villagers were to be examined at the pier. There, two hospitalmen, both of whom are attached to the Nha Be dispensary, offloaded the medical supplies and set up a temporary clinic inside a building on the pier.

Soon, villagers began swarming around the building to see the "docs," who, in the course of the next two hours, treated more than 75 patients. Some had only minor ailments such as skin rashes and infections, but others were more seriously ill.

While the docs treated the sick, the psychological officer, together with others of the crew, distributed packets of supplies. Included in the packets were bars of soap, pamphlets on better agricultural methods and literature describing the Vietnamese government's goodwill programs. Twenty blankets were presented to the village chief for use in caring for the sick, as well as containers of foodstuffs for the needy.

This MEDCAP mission was a total success as told by the Navy men. They found the citizens of Tam Thon Hiep very receptive and appreciative of the services performed and the aid received.

—Tom Tompkins, JO1, USN.

School Bells Ring at Sea

The fall of the year means one thing to students everywhere—a return to the academic routine. School bells have been ringing all over the land—and at sea, too. For example, 44 sailors of *USS Wright* (CC 2) signed up for algebra and English courses offered by the United States Armed Forces Institute. What they expected to do was burn the midnight oil during those long nights at sea.

The ship's Educational Services office had another idea. Knowing that the best way to induce schoolroom performance is to provide a schoolroom atmosphere, *Wright* established a series of group study sessions in the ship's training room to assist the seaborne scholars with the perplexities of their studies.

One of the ship's officers with knowledge or experience in the subject acts as instructor and coordi-



HEAVY MILESTONE—*USS Virgo* (AE 30) replenishes *USS St Paul* off Vietnam. The load of powder and shells marked the 10,000th ton supplied by *Virgo*.

nator. Needless to say, the students appreciate the extra effort it takes the ship to set aside time, a place, and an instructor.

Wright's commanding officer, Captain F. M. Romanick, actively pursues the goal of a well-educated man for a modern Navy. The group study program is just one of many ways in which *Wright* supports education and training.

Water Ambulances in Vietnam

River patrol boats (PBRs) in Vietnam have taken on an added job, that of ambulance service.

Because of the vast, nerve-like waterway system throughout much of the war-torn country, the swift, and highly maneuverable PBR is well suited for getting into tight spots to evacuate wounded military forces and speed them up- or downriver to field medical units.

When called upon to do so, the boat crews provide medical assistance to the civilian Vietnamese as well. Each crewman has been trained in first aid and most know a smattering of Vietnamese which is a

valuable asset in their daily contact with the river folk.

Calls for ambulance service are received in a variety of ways, over the boat radio, a river taxi horn blaring an emergency, or simply by a peasant family waving urgently from their sampan nearby.

While on a medevac mission, PBRs frequently face heavy enemy resistance.

For instance, Chief Petty Officer Van C. Nicholson drew heavy fire when he beached his boat and led his crew ashore to evacuate wounded friendly forces. As the casualties were brought aboard, he, another Navyman and a village chief showered the VC with rifle fire.

Other medevac operations have been easier, like that of PO1 James L. Anderson. After he delivered a Vietnamese civilian to an outpost for questioning because of suspicious ID papers, the PBR skipper was asked to take a seriously ill Vietnamese girl to a medical facility downriver. This transfer went like clockwork, but there are those which really test the crewmen's ability. Recently, a PBR on a medevac mission was rush-



UP TO DATE—Oiler *USS Pawcatuck* (AO 108) operates with Service Squadron Four replenishing Atlantic Fleet ships. Jumboization was completed last March.



FLAG DAY—*USS Springfield* (CLG 7), flagship of VADM Charles K. Duncan, Commander Second Fleet and NATO's Striking Fleet Atlantic, and *USS Little Rock* (CLG 4), flagship of VADM William A. Martin, Commander Sixth Fleet and NATO's Striking Force South, are refueled in the Mediterranean by Fleet oiler *USS Chikaskia* (AO 54).

ing an expectant mother and midwife to a hospital. But the stork overtook the speeding water ambulance and the PBR had to double as a delivery room. It was a boy.

Almost daily such stories are being told along the Delta and Rung Sat regions. They are becoming nearly as well known as those accounts that describe the impressive combat record of the Navy's river patrol boats.

New NAS at Albany

Although still in a development status, a new naval air station has been commissioned at Albany, Ga.

Previously an Air Force Base, the station is being modified to support the RA-5C *Vigilante* aircraft. It will remain in its present developmental status until necessary modifications are completed, probably next spring.

When the Albany base is ready, the *Vigilante* squadrons presently flying from NAS Sanford, Fla., will shift their home base to Albany. The squadrons will have more building and hangar space available to them than at NAS Sanford. Their new home will also provide more family housing than is presently available.

Keeping the Channel Open

In this age of computers, atomic power and push-button warfare, Navymen still find themselves faced with a small boat war on the waterways of South Vietnam.

One major waterway is the Viet Cong-harassed main shipping channel to Saigon. Keeping that channel open, in spite of enemy mines and direct opposition from VC recoilless rifles, rockets and automatic weap-

ons, is the mission of Naval Support Activity Saigon Detachment at Nha Be.

Located roughly halfway between Saigon and the South China Sea at the junction of the Long Tau and Soi Rap Rivers, Nha Be harbors the river patrol boats, minesweeping boats, armored landing craft and helicopter gunships used to suppress Viet Cong efforts to disrupt the merchant ship traffic plying the channel.

The VC realize the tactical importance of Nha Be and have attacked it with recoilless rifle and rocket fire on a number of occasions since the facilities were first manned in November 1965.

Since then construction at Nha Be has progressed rapidly to where

today it looks as though it might become a major outpost. River patrol boats and boat engines of nearly every description can be repaired or overhauled in the detachment's shops. There are also facilities large enough for drydocking minesweepers.

Already, six 200-man barracks have been erected with four more under construction. This is in addition to the base warehouse facilities, administration-communications building, dispensary, helo pads, chapel and theater, and a 1000-man mess hall which is open 24 hours daily because of round-the-clock boat and helo operations against the Viet Cong. —William Kobler, SN, USN.

NUC for *Repose*

The hospital ship *uss Repose* (AH 16) has been awarded the Navy Unit Commendation for her service to wounded servicemen off the coast of South Vietnam.

The commendation, from the Secretary of the Navy, cited *Repose's* role in several Marine Corps operations near the Demilitarized Zone. In addition to military personnel, *Repose* also treats many Vietnamese civilians with serious injuries or diseases.

Commissioned 26 May 1945, *Repose* spent much time in the Pacific serving as base hospital at Tsingtao, after a similar job at Shanghai.

She was decommissioned in January 1950, then brought out of reserve on 28 Oct 1950 to serve in Korea. She was again decommissioned, but was recommissioned for service in Vietnam.



TIME OUT from combat patrol for Elmer Allen, BM1, as he ships for six aboard *USS Asheville* (PG 84) in Vietnam. Oath administered by commanding officer LT Henry Dale.

Jennings County Logs 1000

With a whirr, a varoom and a putt, putt, putt, a helicopter landed on the deck of *Jennings County* (LST 846) while she was on station in the Mekong Delta's Co Chien River. It wasn't that such landings aboard the LST were unusual. This one, however, happened to be the one-thousandth accident-free landing to be logged by *Jennings County* since she arrived in Vietnam in November 1966. The crew is justifiably proud of its record.

The landing was made while LST 846 was supporting Operation Game Warden and serving as a base for the patrol boats of River Section 533.

Jennings County is also home for the UH-1B armed whirlybirds of Helicopter Attack (Light) Squadron Three, Detachment Five, which, incidentally, has been responsible for more than half of the landings on *Jennings County* since the squadron was embarked on 19 June.

The *Jennings County* crew expected to chalk up another 1000 landings before the end of the year to prove again the ship's motto "We can handle it."

Jersey's Guns Freshened Up

The reactivation of the battleship *New Jersey* (BB 16) for service off Vietnam (ALL HANDS, October 1967) involves preparations that have reached as far as Hawaii.

Sixteen-inch gun barrels, in storage at Pearl Harbor since 1947, have been scraped clean of preservative and will be kept on hand for possible use as *New Jersey* gun replacements.

Moving the old but unused gun barrels from the west bank of Pearl Harbor's Middle Lock to the Naval Shipyard, a distance of more than four miles, was no easy task. Each barrel measures 66 feet, eight inches and weighs 121 tons.

The transfer operation took the better part of a week. First, a barge was reinforced to make sure it would support the weight. Next, Pearl Harbor's hefty, 125-ton floating crane was moved into position, and groaning under the strain of 360 tons of steel, eased the barrels onto the barge for the ride to the shipyard.

The gun barrels at Pearl Harbor go into a "reserve fleet" of 16-inchers left over from World War II and available for use aboard *New Jersey* if needed. There are a num-



PROUD BLUEJACKET—Buford A. Forman, PR1, with wife Jo after presentation naming him China Lake Naval Weapon Station's Bluejacket of the Year.

ber of barrels now in storage in addition to those on board the three battleships still in mothballs.

New Jersey, now in the yards at Philadelphia, is expected to be ready for shakedown trials by next June. Her nine 16-inch/50-caliber guns will give greater destructive power and extended range to the U. S. Seventh Fleet.

It has been estimated that 80 per cent of the Vietnam targets now under fire by U. S. aircraft will be within reach of *New Jersey's* big guns. The BB will be able to hurl 1900-pound projectiles an effective range of some 20 miles.

He Speaks DLIWC

The Defense Language Institute, West Coast Branch (DLIWC), has trained thousands of military linguists, but seldom gets into the animal-training act. One of its language students, however, has combined practical research with academics, and used a "live" demonstration to supplement his lecture.

Lieutenant (jg) James C. Gamrath, USN, recently gave a lecture in Russian on the scientist Pavlov. This was his area background lecture, which all students are required to give. What made his lecture out of the ordinary, however, was his demonstration of a hamster which he had trained following Pavlov's methods, refined by modern-day psychologists. The hamster had been trained by LTJG Gamrath to elicit appropriate responses to light and

sound, when given in a specially constructed box.

LTJG Gamrath's lecture was given entirely in Russian, and graphs and slides supplemented his speech.

LTJG Gamrath began his 47-week Russian course at the DLIWC in October 1966. His wife is a recent graduate of a DLIWC Italian course. She received the Italian Culture Council Faculty Book Award for academic excellence in language study.

Guadalupe Probes Problem

When the Fleet oiler *uss Guadalupe* (AO 32) refuels a customer ship nowadays, she does so with speed and relative ease. This can be directly attributed to a new hose hookup system—called the probe—which should increase the efficiency of at-sea refueling operations.

Basically, the quick transfer is achieved through the use of a bullet-shaped connection attached to the oiler's fuel hoses and a receiver on the customer ship. The probe simply aligns with the receiver and the flow of NSFO, JP-5 or avgas commences. The system also features a quick breakaway in the interest of safety.

Guadalupe first used the probe last June during an underway replenishment of the antisubmarine aircraft carrier *uss Hornet* (CVS 12), then operating in the Western Pacific.



NEW CARRIER TO BE NAMED NIMITZ—This is an artist's conception of the Navy's second nuclear powered attack aircraft carrier which will be named *Nimitz* in honor of the late Fleet Admiral Chester W. Nimitz.

The ship, CVAN 68, was authorized under the FY 1967 shipbuilding and conversion program. Construction has not been started.

Nimitz will be an improved version of *uss Enterprise* (CVAN 65). She will be powered with the new two-reactor plant which has been under development by the Atomic Energy Commission. The carrier will have an over-all length of 1092 feet, a waterline beam of 134 feet, and a full-load displacement of about 91,300 tons.

Milphap Graduates

Not long ago, 16 MILPHAP team members graduated from a two-week course of instruction at the Naval Medical School, Bethesda, Md. Their ultimate destination is Vietnam for a 12-month tour of duty.

The seventh such team since the inception of the training program, their efforts will be aimed at the treatment of diseases and war casualties within the Vietnamese civilian population and at treatment of military personnel only when no other medical facilities are available.

The team's indoctrination course included lectures in the geography of South Vietnam, geopolitics, the medical aspects of counterinsurgency, small arms familiarization, combat orientation and the Vietnamese language.

MILPHAP (Military Provincial Health Assistance Program) is designed to complement and develop already existing South Vietnamese public health and clinical health care programs.

NUC to *Enterprise*

The Secretary of the Navy has awarded the Navy Unit Commendation to *uss Enterprise* (CVAN 65) in recognition of the meritorious service rendered by each member of the ship's company, Carrier Air Wing Nine and group squadrons.

Between 18 Dec 1966 and 20 Jun

1967, *Enterprise's* air wing spent 132 days on the line in the Gulf of Tonkin, launching combat air strikes against military targets in North Vietnam—thermal power plants, airfields, major storage areas, steel plants and missile sites.

The strikes were not carried out with impunity. They were met by intense enemy antiaircraft fire and flights of surface-to-air missiles.

The log of *Enterprise* gives some indication of the service for which SecNav made the award—11,444 combat sorties recorded while the big carrier was on her second combat cruise off Vietnam, during which 14,000 tons of explosives were expended against enemy targets.



WARRANTS APPLAUSE—FTMC Ronald W. Laughland is sworn in as Warrant Officer at the missile training unit, Pacific, by LCDR W. Estes.

Ogden Likes Bear Chain

Take Operation Bear Chain, for example.

That was a Vietnam amphibious operation which showed perfectly just how well an LPD such as *uss Ogden* (LPD 5) can perform in a situation of her own choosing. She was made for such a job.

Ogden is one of a class of ships built to launch an amphibious assault both on and over the water. She is designed to combine the attributes of the attack transport and the attack cargo ship, enabling more than 900 combat troops to travel to an assault area on the same ship as their heavy equipment.

During Bear Chain, she acted as the primary control ship and was responsible for directing all waterborne waves down the boat lanes to the assault beach. On D-Day morning, she controlled the two waves of her own assault boats and a wave of amphibian tractors from *uss Monticello* (LSD 35).

In addition, while one company of *Ogden's* Marines was going ashore by LVT, another was flown ashore by helicopter.

The LPDs are a relatively new class of ship with both a large well deck and a sizable (one-half acre) flight deck. They can ballast down 35 feet in the water to launch landing craft and amphibians internally and, at the same time, launch helicopters from their flight decks.

During Bear Chain, *Ogden* not only did these two jobs—and did them well—but also operated as a fueling base for the gunfire support helicopters.

"The LPD is a tremendous ship," according to Captain Robert L. Dise, CO of *Ogden*. "It, or a similar type ship, will be the key to future amphibious operations."

—Neils J. Davis, JO3, USN

Unitas VIII

Ships and aircraft of the U. S. Atlantic Fleet recently joined navy and air force units from several South American countries for a four-month series of combined naval exercises in the waters around South America.

This was the eighth consecutive year the American armed forces have joined with South American armed forces for the training exercises known as UNITAS.

UNITAS VIII, coordinated by Commander of the U. S. South Atlantic Force, with headquarters in San Juan, Puerto Rico, began on 18 August.

The destroyer leader *uss Norfolk* (DL 1) served as flagship. Other U. S. Navy participants included the destroyers *uss Gyatt* (DD 712), replaced by *Mullinix* (DD 944) and *Glennon* (DD 840); the submarine *Sennet* (SS 408); two maritime patrol aircraft from Patrol Squadron 18; one transport aircraft from Fleet Tactical Support Squadron One; and one drone detachment from Fleet Composite Squadron Six.

The exercise was held both in Atlantic and Pacific waters with the U. S. forces circumnavigating South America in a counterclockwise direction, transiting the Panama Canal and the Strait of Magellan.

Those units that took part in the joint maneuvers were from the navies and air forces of Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay and Venezuela.

Borie Gets a Cake

The routine of Mediterranean operations aboard *uss Borie* (DD 704) slowed one day when a Navy pilot came aboard bearing a large ship-shaped cake.

The nautical pastry was a token of appreciation from Lieutenant (jg) David Johnson of *uss Shangri La* (CVA 38) whose *Crusader* jet had crashed during a night recovery



President Johnson brought a "tribute from our grateful people" to the men of *uss Enterprise* (CVAN 65) and the United States Navy when he visited the 90,000-ton carrier while she was underway with ships of the First Fleet off the California coast. During his visit, the Commander in Chief watched flight operations and held informal chats with many crewmembers. President Johnson prefaced his closing address to the crew by saying it was "good to be back in the Navy," his old service branch.



and rolled into the sea. Fortunately, *Borie* was on hand to cope with just such a situation.

The destroyer's crew had no difficulty in locating the downed pilot. His flashing strobe light clearly marked his position in the water and lights from the ship also illuminated the area.

Borie maneuvered near the pilot who was brought aboard after the destroyer's damage control assistant, Ensign Robert Hendricks, dove to the rescue.

The downed pilot was able to return quickly to duty aboard his carrier but he soon returned to *Borie* bearing the cake which he presented, with thanks, to the crew.

To reciprocate, the destroyer's commanding officer presented a commemorative plaque to the lieutenant and made him an honorary member of the ship's company.

New NATO Command

A new NATO command designated as Submarines Mediterranean (SUBMED) has been activated in Naples.

Although the new submarine command will maintain its headquarters in Naples, it will be directly subordinate to Allied Naval Forces Southern Europe (NAV SOUTH), commanded by Admiral Luciano Sotgiu, ITN, who is based in Malta.

NAV SOUTH itself was commissioned only last June as a NATO southern forces streamlining measure. NAV SOUTH's forces have the mission of defending the NATO southern flank's sea lines of communications, conducting naval and maritime air operations and supporting adjacent commands.

SUBMED, set up primarily as a focal point for alliance underseas force planning in the Mediterranean, will be staffed by naval officers and enlisted men from Greece, Italy, Turkey, the United Kingdom and the United States.

Activation of SUBMED will serve to prevent interference in submarine operations, improve coordination and strengthen training and joint planning for alliance submarine forces.

The first commander of the new SUBMED will be Captain Oliver Hazard Perry, Jr., USN.



WET DRY RUN—Copter crewman hits the water and is lifted out with 'downed pilot' during practice rescue mission held by Paramedic Team Number One to train coptermen and station personnel at Naval Air Station Cubi Point.

Tower Zero

The Navy has raised the highest man-made structure in the southern hemisphere as part of continuing efforts to improve communications to the Fleet.

More than 20 feet taller than New York's Empire State Building, the 1279-foot structure known as Tower Zero has been erected in a remote area at North West Cape, Australia, site of a U. S. Naval Communica-

tions Station.

The tower looks like a giant needle. It is the centerpiece of a web of 13 towers that support Very Low Frequency transmitting antennas.

The two-million-watt VLF transmitter became operational on 1 September. Its unveiling culminated 10 years of planning and four years of work by Australian and American craftsmen under the direction of the Naval Facilities Engineering Command.

With Tower Zero as the hub, the antenna web stretches out over an area of more than a mile and a half. The communications complex involves 40 miles of conductor cable and 60 miles of guy wire. More than one million feet of copper cable is buried in the earth beneath the antenna array to serve as a grounding grid.

The VLF power plant puts out plenty of juice. Its six diesel generators could supply the electrical needs of a city with 12,000 people.

Chute the Works

You jump out of a Navy plane flying at 2,000 feet, pull the ripcord and feel the jerk as your chute pops open, but you look up and see blue sky.

Don't panic, the holes in your chute are a new canopy design.

The new modification of parachute canopies was developed by the U. S. Naval Aerospace Recovery Facility of the Naval Air Systems Command. By removing certain portions of chute panels, according to a carefully designed pattern, greater maneuverability is attained due to

increased forward speed and a quicker turn rate.

The modifications require no changes to containers and components found in parachutes now in use. The modified canopy will become standard equipment for the Navy's SEAL teams.

Army special forces and the Air Force aerospace rescue and recovery service are also considering adoption of the modified canopy.

Development of this more maneuverable conventional parachute is the first step toward the design of highly maneuverable personnel delivery systems of the future. Newer aerodynamic canopy designs are already undergoing testing for possible SEAL use.

Steam Team on the Bridge

It's impossible to have a topside view of your ship pulling in and out of port if you're hard at work in the engine room. However, the engine men on board the carrier USS *Randolph* (CVS 15), now takes a bird's-eye view of underway and docking procedures, thanks to an invitation from the ship's commanding officer.

Captain Wynn V. Whidden invites two petty officers from the *Randolph* engineering department to join him on the bridge to observe shiphandling procedures. Petty officers third class John J. Szakoleczay and Lawrence D. Burris, who stand throttle watches, were the first to participate in the program, which will continue until all men in the engineering spaces have had the opportunity to visit the bridge.

Szakoleczay and Burris found the



BIG 'FISH'—Poseidon FBM is held by crane during underwater launch tests at Naval Underseas Warfare Center's San Clemente Island range. Poseidon will replace Polaris A-3.

visit interesting, and agreed they gained a greater understanding of how throttlemen fit into their ship's operations. They said they now have an even better understanding of why they must react with top speed and efficiency when the bridge signals all ahead full, or all stop.

New School in Newport

A Class "C" school offering three courses in electronic countermeasures equipment maintenance and repair has been established as a separate entity at the U. S. Naval Base, Newport, R. I. The school was formerly operated as a component of the Naval Communications School.

The courses now being offered cover:

- AN/SLQ-12 (Electronic Countermeasures).

- AN/ULQ-6 Series (Technical maintenance and repair of AN/ULQ-6, 6A and 6B countermeasures sets and associated antennas).

- AN/WLR-1 Series (Technical maintenance and repair of WLR-1 series, AN/SLR-12 and AN/WLR-1 and 3 countermeasures receiving sets and auxiliary equipment/units and associated antennas).

The knowledge and skills acquired by graduates of the AN/WLR-1 series course can readily be transferred to cover the repair and maintenance of AN/SLR2 and AN/BLR/1 countermeasures receiving sets.

All three courses require students to be graduates of ET (radar or communications) Class "A" school or ETR/ETN3 and above.

SET (Selective Electronics Training) Program personnel must be

graduates of ETR or ETN Shipboard Indoctrination Class "C" course. All students must have a Confidential security clearance.

The SLQ-12 course lasts five weeks and the ULQ-6 and WLR-1 courses require six weeks to complete. Graduates of all three courses incur a 16-month service obligation.

The classes for each course are small with four students being allotted to the SLQ-12 course and nine students each assigned to the WLR-1 and ULQ-6 classes. The Chief of Naval Personnel (Pers-B2163) controls quotas for the three courses.

Present plans call for an expansion of the Electronics Technician Class "C" School to include six additional courses by the end of 1969. The school also operates a test equipment qualification facility for the U. S. Naval Schools Command.

Down at 90 Church St., Manhattan, Seaman Rubin Binder, USNR, once again stepped forward to receive an award for his service in Vietnam. This time, it was Rear Admiral Francis C. Foley, USN, commandant of the Third Naval District, who made the presentation of the Navy and Marine Corps Medal.

Such ceremonies are becoming familiar to the 21-year-old Vietnam veteran. Since joining the Naval Reserve in 1963, he has received nine awards. In addition to the NMC, he has received (count them): 1.) the Bronze Star Medal; 2.) gold star in lieu of a second Bronze Star Medal; 3.) Navy Commendation Medal; 4.) Purple Heart; 5.) Vietnam Service Medal; 6.) National Defense Medal; 7.) Vietnamese Cross of Gallantry; and 8.) Vietnam Campaign Ribbon.

Seaman Binder received the NMC for: heroism on 9 Jan 1967 while serving with River Patrol Section 531 and friendly foreign forces on the Mekong River.

Seaman Binder was the forward 50-caliber machine gunner on *PBR 105* on combat patrol near My Tho when the dredge *Jamaica Bay* was mined. *PBR 105* closed the rapidly sinking barge and pulled five survivors from the water. In doing so, crewmembers heard a metallic tapping from inside the hull of the barge.

One Sailor, Nine Awards



NINTH AWARD—BMSN Rubin G. Binder received his ninth award for Vietnam Service, Navy and Marine Corps Medal, from RADM F. D. Foley.

In company with his boat captain, Seaman Binder plunged into the dark, debris-clogged river and helped guide the man to a hatch 60 feet away and four feet under water. It took repeated dives by Binder to learn that the hatch was blocked by two firmly-wedged pipes. By this time, little air remained in the heavily listing dredge.

Down once again he went, to bend a line around the pipes so that a tug could pull them free.

Physically forcing the jammed and warped hatch open, Binder and his boat captain swam through the hatch, located the man, and pulled him back through the hatch to the surface.

Earlier, he had faced heavy enemy fire to earn the Bronze Star Medal. His *PBR* had run into a battalion of uniformed Viet Cong in a staging area preparing for a major troop movement.

He volunteered to accompany a Vietnamese sailor to bring back some of the enemy dead for intelligence purposes. Climbing into a captured enemy sampan, Binder provided fire cover while his comrade paddled. The sampan was frequently hit and the trip was ultimately abandoned, but Binder learned what he wanted to know.

Back at the *PBR*, Binder went back to his 50-caliber machine guns for the rest of the engagement.

In all, during his tour of duty Binder made 161 combat patrols, 59 of which came under enemy fire. During these engagements, 28 Viet Cong were killed, one wounded and eight enemy documents captured. At one time, Binder was wounded in the left arm, but continued to man his machine guns.

As of the moment, his NMC is his last award. He has been released to inactive duty after completion of his obligated active service.

THE BULLETIN BOARD

Housing Assignment Procedures Spelled Out in CNO Directive

FUTURE ASSIGNMENT to family housing may be a smoother procedure for you and your dependents as a result of new instructions from the Chief of Naval Operations.

A revised housing assignment policy directive — OpNav Inst. 11101.13D—has been prescribed by CNO to help ease some of the inevitable problems that accompany the necessarily flexible housing assignment procedures.

The directive provides a standard policy for housing officials at the local level. In effect, it requests district commandants and area commanders to standardize the Navy's housing assignment practices, to make sure all assignments are based, within the general policy framework, on a fair, consistent basis.

The revised instruction points out that the influence of housing on a family man's morale is considerable. It notes that the housing assignment practices in any area may rank high in the Navyman's evaluation of his rights and benefits—and the merits of the Navy as a career.

The directive makes a number of points with which few Navy family men can disagree. Essentially, CNO recognizes there is a basic housing problem. Simply stated, there just isn't enough Navy housing to go around.

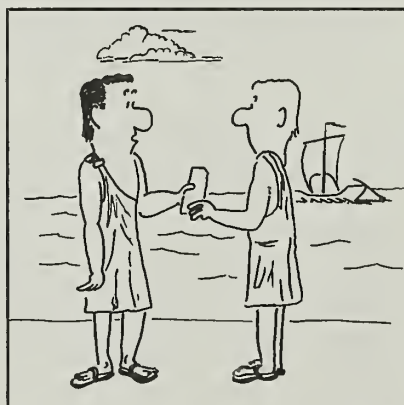
But, says CNO, learn to live with the situation by making every effort to put limited housing assets to the best possible use. Don't hurt a man's morale by letting him feel, rightly or wrongly, that he has not been treated fairly in the opportunity to obtain quarters. Establish uniform criteria for determining housing eligibility. Follow uniform assignment priorities.

District commandants and certain area, force and base commanders have been designated as area coordinators to insure that the new OpNav Instruction is carried out. Implementing instructions were scheduled to be issued 5 Dec 1967. The instruction was effective upon receipt.

Point by point, directive specifies:

- Control of housing assignments will be centralized wherever possible.
- Housing assignment practices must be consistent Navy-wide.
- All Navymen, whether assigned afloat or ashore, regardless of activity to which assigned, will be given equal opportunity to obtain housing.
- Those waiting for housing should know exactly where they stand. Updated waiting lists should be published at least once a month.
- Every effort must be made to insure that a man can assess his prospects for assignment to quarters before he reaches his new ship or duty station, or as soon as he gets there.
- There will be no discrimination because of race, color, creed or national origin.
- No more than 25 per cent of the public quarters at any installation may be designated for officers without the specific approval of CNO. (Units originally constructed or acquired specifically for officers are excepted.)
- The operational stress and responsibilities borne by captains and commanders should be recognized. Such factors should be weighed individually when it is decided which captains and commanders are assigned quarters, and in the quality of the quarters assigned.

P. McVay, LTJG, USNR



"Thou hast the wrong stock number, and must resubmit. It's IH-XLVIII-CCLXVXVI; not IH-XVLI-III-CCLXVXVI."

- When the family size is not a factor, better quality housing should be assigned to the more senior individuals. This applies to all grades, particularly chief petty officer.

ORDINARILY, all government owned or controlled family housing is assigned to those in pay grades for whom the housing was programmed, built or acquired. However, when local conditions dictate, quarters may be assigned to a family whose sponsor is not more than one grade senior or junior to the designated category of quarters.

The amount you pay for your quarters depends on the classification of the housing itself. If you occupy Public Quarters administered by the Family Housing Management Account, you do not receive Basic Allowance for Quarters. If you reside in Inadequate Public Quarters (Navy-owned or -controlled sub-standard housing), you pay a portion of your BAQ, the exact monthly amount based on the location of the housing, family size, your pay grade and other factors.

General programing categories are: (1) flag quarters and command quarters; (2) captain quarters; (3) senior officer (CDR and LCDR) quarters; (4) junior officer quarters; and (5) enlisted quarters.

As spelled out in the new housing directive, eligibility for quarters is extended only to petty officers in pay grade E-4 (more than four years' service) and above. Quarters may be assigned to family men in grade E-4 (less than four years' service) and below only if the housing requirement of all those senior in the area, and of families of eligible personnel on unaccompanied tours elsewhere, have been satisfied. Exceptions may be authorized when severe hardship is involved, or when it is otherwise considered in the best interest of the government.

In this regard, unusual personal problems may take precedence over all other considerations in the priority of assignment to quarters. In

other words, area coordinators may approve assignment of family quarters without regard to rank or grade under extreme humanitarian considerations.

As a rule, however, once you reach the top 10 per cent on the waiting list, your priority for housing will not change. New arrivals will not be placed in the top 10 per cent regardless of rank or duty assignment. Housing assignment authorities may disregard the stabilized 10 per cent on the waiting list only if told to do so in specific cases by CNO. Otherwise, assignments are made from the top of the list.

In addition, once you reach a point on the waiting list where your assignment to housing would occur within 60 days, the housing authority may extend the stabilized portion of the list to include you, as well as the top 10 per cent.

The authority to designate and assign flag and command quarters is held by CNO. (As specified in the new housing directive, the present designations of flag and command quarters remain in effect. However, no other quarters will be designated for use by specific billets. Any exception to this must be approved by CNO.)

Lesser categories of quarters may be designated by area coordinators, who in turn may redelegate their authority to a flag officer assigned subarea coordination.

Local assignment policies, within the framework of OpNav Inst. 11101.13D, may be drawn up by base commanders and activity COs if they have been delegated the authority to do so by the area coordinator. However, the authority to follow through with local assignment policies should be retained at a level which insures consistency in a common geographic area.

Day-to-day administration of housing assignment policies may be delegated by the area coordinator to an officer responsible for on-the-spot administration and operation of a Navy housing project, an officer with the specific duties of housing assignment officer, or an area assignment committee.

No detailed guidelines have been issued with regard to assignment priorities that may be set on the basis of rank when other factors are equal. The situation here may vary from

station to station, depending on housing needs and assets.

In cases where assignment to housing means making a choice between two or more families eligible on an equal basis, the determining factor will be the serviceman's burden of responsibility and seniority.

In general, however, quarters should be assigned to various categories of eligible personnel in accordance with family size.

WAY BACK WHEN

Ships of the Desert Had Rough Sailing

Many active duty and former Navymen have been assigned roles which were not directly associated with their nautical profession. One of the more unusual jobs, however, fell to a former Navy lieutenant, Edward F. Beale, who, in the middle of the 19th century, was made commander of the United States' first and only camel corps.

The camels had been purchased in the Levant by one of Beale's kinsmen, Lieutenant (later Admiral) D. D. Porter and brought to Indianola, Tex., in the Navy ship *Supply*. LT Porter had been in charge of the camels' procurement and their shipment to the States (during a particularly rough sea voyage). Here the Navy's actual involvement in the project ended, but the assignment to head the camel corps went to Beale, who had just left the Navy after serving as a lieutenant.

Jefferson Davis ordered the importation of the camels after he became Secretary of War in 1853. When *Supply* landed at Indianola, LT Porter and the Navy relinquished responsibility for the camels which were taken to Camp Verde, Tex., near San Antonio. It was to this camp that Beale went under orders to test the camels' capabilities and, at the same time, to survey a wagon route west.

The expedition west did not have an auspicious beginning. Although the camels were their usual docile selves, they frightened the

Prospective tenants should be able to estimate their chances for housing before reporting to a new home port or duty station, and should be aware of the possibility of involuntary assignment to quarters (see box on page 46).

The waiting period for housing begins on the date you are detached from your previous duty station, provided you had applied within five days of detachment date and your

mules and made trouble for the drivers.

Difficulties were also encountered when men not accustomed to loading camels took an inordinate amount of time at their work and loaded the animals so heavily they could hardly walk.

Once the caravan was underway, however, matters improved and the camels showed remarkable endurance over a route which was frequently strewn with fine, flinty gravel.

Camels also were content to eat anything—even dry greasewood bushes and prickly pears. Their ability to go without water for long periods frequently kept them in good condition while the mules were in danger of perishing in the desert heat.

Beale and his camels eventually arrived in Los Angeles. Within a year, he had conducted a party from the Gulf of Mexico to the Pacific through unknown country inhabited principally by hostile Indians. He had tested the value of the camels and marked a new road to the Pacific without losing a man.

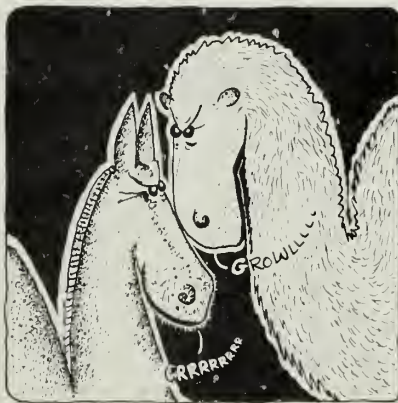
When Beale reported the results of his research to the War Department, the Secretary recommended that Congress purchase 1000 camels for use in the Southwest.

Congress, however, had other things on its mind. The clouds of civil war were gathering on the horizon and the storm soon broke. Ownership of the camels seasawed between Union and Confederate forces, neither of which took advantage of the beasts' remarkable endurance.

Whenever possible, mule drivers and Indians, both avowed enemies of the camel, took their toll. Some of the animals were sold to do work which usually proved fatal; still others were left to wander in the desert.

The camels which were left to their own devices added much to Southwestern folklore by their unexpected and frequently spectral appearances.

Even now, travelers can find reminders in Texas, Arizona, New Mexico and California of former Navy LT Beale and the United States Camel Corps.



Housing Authorities Seek Full Use of Quarters

Although not likely, it's possible you could be involuntarily assigned to public quarters. With housing at a premium, the Navy does not want its units to sit vacant. Where (and if) necessary to maintain maximum occupancy, housing authorities may make involuntary assignments of eligible families to public quarters. This may be done when the family assigned is reporting to a command on permanent change of station orders, and before the family has made commitments for another dwelling.

Also, if necessary, those who occupy private housing may be required to move into public quarters, but must be given sufficient notice

to enable them to give their landlords, in turn, whatever legal notice may be required.

Involuntary assignments will not be made if the housing authority foresees a family hardship. In this sense, hardship might mean financial loss, lack of advance information, or personal inconvenience owing to family size. However, in order to avoid hardship cases, housing authorities have been told to advise each newly assigned family whether government quarters are available. Such notice must be made in writing, preferably before the family arrives at its new command. Your advance contacts may help assure you a smooth move.

application is confirmed within 10 days of arrival at your new duty station.

If you do not apply in advance, your position on the waiting list is determined by the date you apply after arriving at your new duty station.

You should apply by letter and enclose a copy of your orders. The waiting list is compiled by grade or rank, date of detachment from last command (or date of application after arrival at new command), and bedroom requirement.

When you are assigned to quarters, you are permitted to remain in them until you are detached for other duty, retire, or until your occupancy is terminated for reasons listed below. (However, extension may be granted for emergency reasons.) Generally, your housing assignment is terminated:

- When the activity ceases to be your permanent duty station.
- When your dependents no longer reside with you on a permanent basis. (Exceptions may be made on a case-by-case basis when you are ordered to a mandatory unaccompanied tour.)
- At your request if you wish to move from inadequate public quarters, if you are occupying them voluntarily.

It is noted that officers who occupy command quarters, and receive orders to duty in the same area, must

vacate their specifically designated quarters upon detachment.

At the discretion of the housing authority, and in consideration of such factors as waiting lists and hardships, occupancy may also be terminated:

- When you request assignment to public quarters that have been vacated or otherwise made available after assignment of your present quarters.
- When you depart your permanent station for an expected absence of 60 days or more. (You must, however, consent to the termination of your quarters.)
- When you and your dependents are expected to be temporarily ab-

sent from your activity for more than 20 weeks.

• When warranted by the conduct of you or your dependents.

In any event, you must be given at least 30 days' notice to vacate quarters. Your housing office must notify you, in writing, of the date and conditions under which your assignment to quarters is ended.

After termination, routine command procedures must insure that payment of your quarters allowance is commenced on a timely basis.

With regard to quarters allowance, it is noted that social visits by military personnel, their dependents, or civilians as your guests in your quarters do not change the entitlement status of you or the visitor. However, if your house guest is a serviceman who resides with you on a permanent basis, he must report the fact to his disbursing officer for a ruling on quarters allowance or other entitlements.

The Chief of Naval Operations will follow the results of the new housing assignment directive. The Inspector General will report periodically on the effectiveness of the new policy guide, and may look into specific complaints as part of his related inspections. The area coordinators, all of flag rank, are making every effort to have Navy housing used efficiently, and will emphasize fair and consistent assignment policies.

Detailed listings of categories of personnel and dependents eligible for housing, and corresponding tables of regulations which govern assignments, are contained in OpNav Inst. 11101.13D.

Here Are Standards on Number of Bedrooms

Here's a look at the minimum number of bedrooms your Navy housing should have, based on the size of your family.

Note that you may apply on a waiting list for a unit larger than the minimum prescribed. However, those who meet the minimum requirements for the quarters will take precedence.

You may not be given additional priority for assignment to quarters simply because you have more dependents than the minimum necessary to qualify for any size housing

unit. The minimum standard is as follows:

Number of Dependents (Not including wife)	Number of Bedrooms
None	1
One	2
Two, same sex, neither over 12 years	2
Two, opposite sex	3
Two, same sex, one over 12 years	3
Three	3
Four, none over 12 years	3
Four, one over 12 years	4
Five or more	4

Crow Hunters Have Good Chance of Bagging Limit During February Exams

Advancement officials have once again called open season on crows, and those who study for the February exams can be reasonably sure of bagging the limit.

The advancement planners say the opportunities are "outstanding" largely due to an increased demand for petty officers in almost every rate and rating.

Advancement opportunities to pay grades E-6 and E-7 are no less great than usual, but neither do they promise to increase to the same extent as those of the lower pay grades. Advancement to third and second class PO should be as sure as passing the exam.

To insure maximum participation, service in pay grade waivers similar to those allowed previously will be in effect for the February 1968 advancement examinations.

Well qualified E-3 and E-4 Navy-men of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navy-men may take the E-4 test if they are serving in pay grade E-3 on 6 February.

Navy-men who take the examination under the provisions of the waiver must meet all the requirements for advancement except the normal service in pay grade. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Normally, such prerequisites are due one month before the examination date.)

While the waiver is in effect, it is possible for a Navyman to take the E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the August exam, with advancement effective 15 February or later. Since service in pay grade for advancement purposes is computed from 16 Nov 1967, such an individual (if he received his commanding officer's recommendation) could take the second class exam before becoming rated. Of course, only especially well qualified men

Dates for Super Chief Exams

The date for E-8 and E-9 examinations has also been set. Tests for advancement to both super pay grades will be given on 27 Feb 1968. To be eligible, an aspiring chief must have the required time in pay grade and total service by 16 Nov 1968. Required correspondence courses may be submitted up to test time.

In the past, selection boards have noted that in many cases certificates of correspondence course completion have not been filed in Bureau-held duplicate service records. This situation generates excessive correspondence by the board to verify a candidate's eligibility. The result can be nonconsideration by the board if completion cannot be verified in sufficient time. Therefore, it would behoove all star-seekers to make sure the completion certificates reach the Chief of Naval Personnel (Pers-B223) before 15 May 1968.

The selection board is scheduled to convene at the Bureau in early June 1968. Successful candidates will be advanced in increments commencing 16 August. Advancements must be accepted by 15 October.

would be recommended for such accelerated advancement.

Dates for the February examinations were announced by BuPers

Billups E. Lodge, CDR, USN



"Bridge-Fog Lookout! Tincan dead ahead!"

Notice 1418 of 1 Nov 1967: E-4 examinations will be given on Tuesday, 6 February; E-5 on Thursday, 8 February; E-6 on Tuesday, 13 February; and E-7 on Thursday, 15 February.

The minimum service requirements, except as amended by the Notice (and outlined above), are listed in paragraph 302.10 of the *Manual of Advancement in Rate or Rating* (NavPers 15989). Men competing for CPO, of course, must have a total of eight years' service. Time served in the Inactive Naval Reserve while a member of a drilling unit may be counted in the eight years but not for final multiple credit.

At the time an individual has been notified of his selection for advancement, he must have sufficient obligated service ahead of him before he can get out the needle and thread. Pay grades E-5 and E-6 must remain on active duty at least one year from the date on which they are advanced. Senior, master or chief petty officers must agree to two years' obligated service.

The only obligated service waiver authorized for advancement is for those persons not eligible to reenlist or sign an extension, generally because of hospitalization. Paragraph 808.2 of the *Manual for Advancement in Rating* (NavPers 15989) is the authority.

How to Take Care of Your Navy Uniform

Ever wonder why you sometimes find yourself with a dress jumper that's one shade of Navy blue and a pair of trousers that's another?

If so, you're not alone.

A number of commands have expressed concern about this problem, and investigations have been made into specifications, quality control and manufacturing processes to find out if such mismatches can be remedied.

In each of these areas, however, the investigations indicate that the closest possible shade tolerances are being maintained.

Since 1960 the government has been buying blue woolen (melton) material under rigid specifications that call for a chrome dye which virtually eliminates the wide shade tolerance that existed in the past.

Before being accepted by the gov-

J. H. Paoli, IC1, USN



"So you want to see the world?"

ernment, each roll of cloth is shade-inspected to make sure it falls within the established range. This range is based on the highest possible standards which the textile industry can reasonably be expected to attain, taking into account the many uncontrollable variables that arise in dyeing and finishing material.

The Navy's criteria are such that the average person would probably be unable to notice a variation from the standard shade. However, if a

jumper were made from material at one extreme of the range, and a pair of trousers were made from material at the other, the difference may be noticeable when they are worn together.

To avoid this situation and other problems which may arise in caring for your dress blues, here are some hints which you may find helpful:

- If possible, when you buy a replacement, compare it with the jumper or trousers you will want to match. And, if possible, make the comparison under natural daylight, since the light indoors may be misleading.

- Although "tailor-mades" are authorized by *Uniform Regulations*, their purchase is not encouraged, as they usually cost more and the material does not necessarily meet government requirements. The standard 16-ounce melton cloth used by the Navy was selected as the most durable, comfortable and practical. It is your best guarantee of quality.

- Zipper trousers are still being issued at recruit training centers. Because they were manufactured in the early 1950s, their color may fall outside the current tolerance range.

Billups E. Lodge, CDR, USN



"Hottest yeoman in the Navy."

Therefore, it is recommended that they be worn primarily with the undress blue jumper and not as part of an inspection or liberty uniform, if possible.

- Heat, friction, pressure and soap cause shrinkage and felting in wool fabric, so it is best to have your service dress blues dry-cleaned—not laundered.

- When drycleaning facilities are not available, your blues can be washed by hand in lukewarm water. If the water is hard (which is indicated by a white film forming on the material), it can be softened by adding a little borax. A thick suds should be used.

- Avoid mechanical abrasion or rubbing while laundering, since this can cause shrinkage. Never use bleach, as chlorine will yellow and weaken the wool fibers. Rinse thoroughly to remove all traces of soap. Gently squeeze out (do not wring) surplus water and hang inside out to dry in the open air.

- The white piping on the jumper may be cleaned (without washing the entire jumper) by scrubbing lightly with an old toothbrush or nail brush, using a neutral soap sparingly with warm water.

- To look your best when wearing dress blues at an inspection, in ceremonies or on liberty, set one perfectly matched uniform aside for use on such occasions.

Since each drycleaning or laundering can cause an almost imperceptible change in color, it is best to have both parts of the uniform cleaned or laundered at the same time to keep them the same shade.

These hints may be found in Enclosure One of Naval Supply Systems Command Notice 10120, dated 1 Sep 1967.

WHAT'S IN A NAME

LSTs—They Go Places and Do Things

"The success of the entire operation seemed to hinge upon same damned thing called on LST."

These words of Sir Winston Churchill during World War II might apply today on the rivers and beaches of South Vietnam.

Twenty-nine LSTs operating as a Seventh Fleet task group are in the unseemly business of intentional grounding, traditionally shunned by mariners but nevertheless vital in the support of U. S. military operations in Southeast Asia.

The intentional grounding involves cargo. The LST—expert in being able to go where other types of ships cannot—has proved valuable in moving supplies ashore.

At the outset of the U. S. military buildup in South Vietnam, only the ports of Saigon and Da Nang had docking facilities, and these were woefully inadequate. Work is underway to close the port gap, but until new ones are developed, the multipurpose LST with a built-in pier capability helps to keep cargo moving to supply areas ashore.

The LST has been said to resemble an oversized bathtub. It needs only a relatively rock-free beach or river bank to land upwards of

1000 tons of cargo. In Vietnam, it often works 'round the clock to load supplies and take them where they're needed.

Landing Ship Squadron Nine, permanently attached to the Seventh Fleet since 1960, has been providing eight LSTs for instant-pier service since the start of the Vietnam buildup. Of post-World War II design, the ships measure 384 feet (aver-all), have speeds of 14 knots, and a complement of 116 officers and enlisted men.

LSTs which have supplemented LSS Nine in recent years include PhibPac's LSS One, homeported in San Diego, and LSS Three from Guam.

Occasionally, the LSTs join in the more classic "hit the beach" amphibious operations for which they were designed. LST sailors also consider their participation in Market Time operations as a respite from what they call the cargo milk run. (In Market Time, the LSTs support Navy and Coast Guard patrol boats which guard against Viet Cong infiltration by sea.)

The commander of the Seventh Fleet's LST force, Commander A. C. Lossiter, Jr., says his ships "go places and do things we didn't dream possible a few years ago."

Take Down This Address, It Belongs to Your Rating Control Desk

SEVERAL YEARS ago, the Bureau of Naval Personnel inaugurated a manpower management system which, at that time, assigned the responsibility for enlisted personnel in the surface missile systems and sonar ratings to specific desks within the Bureau. This management system was called rating control.

Inasmuch as each rating control desk was particularly knowledgeable concerning its ratings' programs, equipment and billets, the new management concept worked well enough to warrant its extension to other ratings.

The expansion of the concept included several additional ratings that were considered critical—primarily in the electronics field. Assignments for Navymen in pay grades E-8 and E-9 as well as quota control for associated Class "B" and "C" schools were brought under rating control.

In February 1966, the Secretary of the Navy's Task Force on Personnel Retention, after examining the concept as it applied to these ratings, recommended that rating control be expanded to encompass all ratings and rates.

This has been done so that each of the ratings shown below has now been assigned to a rating group desk headed by a rating control officer and manned by senior enlisted men representing at least one of the associated ratings.

The rating control officer also operates as an advisor to the Bureau concerning requests it receives from individuals or commands.

The following list shows the Bureau desks which control each Navy rating together with the room number in the Navy's Arlington Annex (or elsewhere) in which the desk is located. The telephone numbers listed below are for use in dialing within the Department of Defense. Calls placed from other exchanges should include the OXford prefix. The area code for commercial long distance calls is 202.

Each rating control desk can be contacted either by individuals or commands by telephone, personal letter or visit. **OFFICIAL REQUESTS MUST BE SENT THROUGH CHANNELS.**

Ratings	Pers Number	Room Number	Phone Number
Submarine, Nuclear Power, Polaris*	Pers-82131	G830	41228
Group VIII (C8) ratings	Pers-82132	G830	42622
CT and Security Group	Pers-82133	3730	43131
MU	Pers-82134	CtSqW**	41139
AX, AT, AQ, AE, TD, AV	Pers-82141	G812	44785
AD, AM, PR, AZ, AF	Pers-82142	G810	43072
AB, AO, AS, PT, PH	Pers-82143	G810	43072
AC, AG, AW	Pers-82144	G808	43674
YN, PN, LI, PC, JO	Pers-82151	G842	48270
DK, SK, AK, CS, SD, SH	Pers-82152	G838	43811
SM, QM, BM, HM, DT	Pers-82153	G842	48469
MM, EN, 8T, BR, MR, SP	Pers-82154	G836	42346
EM, IM, OM, IC, PI	Pers-82155	G836	42407
SF, DC, PM, ML, DM	Pers-82156	G836	42782
FT, GM	Pers-82161	G835	42891
ST, TM, MN	Pers-82162	G835	48325
ET, DS	Pers-82163	G839	48506
RD, DP	Pers-82164	G837	48294
RM, CYN	Pers-82165	G837	48400

* Navymen with nuclear power or Polaris support NECs and those designated SS, SU, SG or SP are handled by this desk, regardless of rating.

** Court Square West Building, 1400 North Uhle St., Arlington, Va., Room 603.

All mail concerning rating control should be addressed to the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370 and include the Pers number of the desk handling the rating. It should also be noted that DP and TD rating control and detailing are now being done by the Bureau of Naval Personnel and all information and inquiries concerning these ratings should be sent to the Bureau instead of CO, EPDOCONUS.

Correspondence concerning TN, CN, HN and DN personnel will be handled by the appropriate rating control officer. All SN, FN and AN personnel will be handled by Pers-B211.

Melville C. Murray, LT, SC, USNR



"That's right . . . with cream and four spoonfuls of sugar and no wise remarks from any of you, see!"

See Your Nearest VA Office For Home Loan Assistance

Many Navymen and veterans are still writing to the Federal National Mortgage Association (FNMA) in Washington, D.C., for information and assistance in obtaining loans under the Voluntary Home Mortgage Credit Program.

FNMA cannot help them, however, as the program expired way back on 1 October 1965, and was not renewed. Under this program, servicemen and veterans unable to get home loans insured or guaranteed by the Veterans Administration or the Federal Housing Administration were able to apply to FNMA for assistance in finding lenders who would make them home loans.

Today's servicemen with two or more years of active duty or veterans with 181 days or more of active duty, any part of which was served after 31 Jan 1955, are eligible for home loans guaranteed by the VA or for direct VA loans for homes or farms in areas where private financing is not available.

This is one the benefits provided by the Veterans' Readjustment Benefits Act of 1966 (Public Law 89-358). More information about these home loan programs can be obtained from military Personal Affairs Officers or from any Veterans Administration office.

Sea Duty Cutoff Dates Announced for Seavey Segment A-68

THE OVER-ALL PICTURE of Seavey Segment A-68 differs very little from the B-67 listing that appeared in last June's issue; sea tours in many ratings continue to be lengthened because of the build-up in Southeast Asia, but still there have been no corresponding increases in shore billets.

There are, however, several overseas shore billets which are considered shore duty for rotation purposes. These preferred overseas activities, listed in Chapter III of the *Enlisted Transfer Manual* (NavPers 15909B), are well suited for the family man since three-year tours with the wife and children are normally granted, and the areas have adequate accommodations such as schools, commissaries and medical facilities, in addition to housing.

There are other overseas assignments such as sea duty for rotation which Seavey-eligibles may request which are listed in BuPersInst 1306.26D.

These areas lack sufficient or adequate family accommodations. Furthermore, accompanying tours, when authorized in these areas, are shorter, and in most cases the time a family is allowed to stay is limited. It is suggested that you proceed with caution in selecting these areas, because you may end up with a tour without your dependents.

If you do not desire a preferred overseas shore duty assignment, then you must indicate this in Block 11 of your Rotation Data Card: "Do not desire overseas assignment." By doing so, you can be assured no overseas tour unless, of course, an urgent requirement exists that cannot be filled by any other person.

There is a danger in indicating

you do not wish to be assigned overseas. You could hold up your orders under present Seavey procedures because the placement people would then have only the CONUS shore duty dart board at which to throw. Keep in mind that once the dart has been thrown and you have been issued orders to its mark, chances of having those orders canceled are next to impossible unless there exists some exceptional circumstance.

Here, then, are the eligibility requirements for Seavey Segment A-68:

- You must be in an on-board-for-duty status.
- You must have commenced a continuous tour of sea duty on or before the month and year specified in the current listing below adjacent to your rate and rating.
- You must have an active duty obligation to May 1970 or later.
- If you are serving on overseas shore duty or toured sea duty, you must have a Tour Completion Date that falls within the transfer months of this Seavey Segment (that is, June 1968 to October 1968, inclusive). If your TCD is after September 1968, you will not be given sea extensions upon reaching your TCD. You will, however, be considered for rotation in subsequent Seaveys providing your TCD falls within the transfer months of the Seavey in effect at the time.
- If you reported to a preferred overseas shore activity before 1 Jul 1966, and you meet the sea duty commencement cutoff dates of Seavey Segment A-66, then you will have a rotation data card prepared and forwarded by the PAMI if you are not currently recorded in Seavey. If you are now recorded in Seavey,

you should insure that your duty preferences are exactly what you want (check with your personnelman).

• If you have been reduced in rate to a pay grade that is ineligible for Seavey, you will be considered ineligible from the date of reduction, regardless of the rate you previously held. An advancement in rate after sea duty commencement cutoff dates have been established within the Seavey system does not change your eligibility. You will, however, be considered for rotation under the rating and rate which you held at the time the Seavey segment was established.

As mentioned in past Seavey reports, if you do not meet all the above requirements, don't bother to return your Rotation Data Card to PAMI or BuPers. It will just be a waste of your time and that of the Seavey people.

Two last considerations: If you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting for the purpose of determining Seavey eligibility. Also, effective with this segment, separate sea duty commencement cutoff dates will no longer be established for FT individuals with NECs 1143 (*Talos* Missile and Missile Test Equipment) and 1144 (*Tartar/Terrier* Missile and Missile Test Equipment). If you are affected, then your Seavey eligibility will be determined by the rate and sea duty commencement cutoff date as listed below. For more details, see BuPers Notice 1306 of 16 Nov 1967.

Now, here's the list of rates and sea duty commencement cutoff dates for Seavey Segment A-68:

RATE	DATE	SM2	JUN 60	STS2	SEP 64	GMTC	JUN 66	FTG1	NOV 63	FTBSN	JAN 62
BMC	OCT 64	SM3	JUN 60	STS3	DEC 64	GMT1	JUN 66	FTG2	OCT 63		
		SM5N	JUN 60	STS5N	DEC 64	GMT2	JUN 66	FTG3	OCT 63	MTC	JUN 65
						GMT3	JUN 66	FTGSN	OCT 63	MT1	JUN 65
BM1	JAN 62										
BM2	JAN 61	RDC	FEB 64	TMC	OCT 64	GMT5N	JUN 66			MT2	JUN 65
BM3	MAR 63	RD1	SEP 61	TM1	OCT 64			FTMC	NOV 64	MT3	SEP 63
BMSN	MAR 63	RD2	AUG 61	TM2	JAN 63	GMGC	NOV 63	FTM1	NOV 63	MT5N	SEP 64
		RD3	NOV 64	TM3	NOV 65	GMG1	MAR 61	FTM2	OCT 63		
QMC	SEP 62	RD5N	NOV 64	TMSN	NOV 65	GMG2	NOV 60	FTM3	OCT 63	MNC	JUN 66
QM1	AUG 61					GMG3	NOV 60	FTMSN	OCT 63	MN1	JUN 66
QM2	DEC 63					GMGSN	NOV 60			MN2	JUN 66
QM3	DEC 64	STC	DEC 63	GMMC	JAN 64						
QMSN	DEC 64	ST1	DEC 63	GMM1	JAN 63			FTBC	NOV 64	MN3	JUN 66
		STG2	SEP 64	GMM2	SEP 62	NEC 5332	DEC 62	FTB1	NOV 64	MNSN	JUN 66
SMC	DEC 63	STG3	DEC 64	GMM3	SEP 62			FTB2	JUL 64		
SM1	APR 60	STGSN	DEC 64	GMM5N	SEP 62	FTGC	NOV 64	FTB3	JAN 62	ETC	JUN 66

RATE	DATE	JOC	JUN 66	DC1	SEP 62	EONCN	FEB 65	ADRC	DEC 65	AMHC	DEC 65
ET1	JUN 66	JO1	JUN 66	DC2	OCT 63			ADR1	DEC 65	AMH1	OCT 65
ETN2	SEP 65	JO2	JUN 66	DC3	APR 64	CMC	DEC 64	ADR2	JUN 65	AMH2	FEB 65
ETN3	JUN 66	JO3	JUN 66	DCFN	APR 64	CM1	DEC 64	ADR3	DEC 65	AMH3	DEC 65
ETNSN	JUN 66	JO5N	JUN 66			CMA2	DEC 64	ADRAN	DEC 65	AMHAN	DEC 65
ETR2	SEP 65			PMC	APR 62	CMA3	DEC 64				
ETR3	OCT 65	PCC	NOV 65	PM1	AUG 61	CMACN	DEC 64	ADJC	MAR 65	AMEC	DEC 65
ETRSN	OCT 65	PC1	JUL 64	PM2	AUG 61	CMH2	DEC 64	ADJ1	DEC 64	AME1	DEC 65
		PC2	SEP 63	PM3	AUG 61	CMH3	DEC 64	ADJ2	DEC 64	AME2	NOV 65
		PC3	OCT 64	PMFN	AUG 61	CMHCN	DEC 64	ADJ3	DEC 65	AME3	DEC 65
		PCS5N	OCT 64					ADJAN	DEC 65	AMEAN	DEC 65
DSC	JUN 66			MLC	NOV 61	BU1	JAN 65				
DS1	JUN 66			ML1	NOV 61	BU1	JAN 65	ATC	DEC 65	PRC	DEC 65
DS2	APR 66	LIC	DEC 64	ML2	NOV 61	BU12	JAN 65	AT1	DEC 65	PR1	JUN 65
DS3	FEB 65	LI1	AUG 64	ML3	NOV 61	BU13	JAN 65	ATR2	MAY 65	PR2	DEC 65
DSSN	FEB 65	LI2	AUG 64	MLFN	NOV 61	BU1CN	JAN 65	ATR3	MAY 65	PR3	JUN 65
		LI3	JUN 66			BUH2	JAN 65	ATN2	MAY 65	PRAN	JUN 65
IMC	MAR 65	LI5N	JUN 66			BUH3	JAN 65	ATN3	MAY 65	AKC	JAN 66
IM1	MAR 64			EAC	DEC 65	BUHCN	JAN 65	ATNAN	MAY 65	AK1	JAN 66
IM2	MAR 64			EA1	DEC 65	BUR2	JAN 65			AK2	JAN 66
IM3	OCT 61	DMC	JUN 66	EAD2	DEC 65	BUR3	JAN 65			AK3	JUN 66
IMSN	OCT 61	DM1	JUN 66	EAD3	DEC 65	BURCN	JAN 65	AXC	APR 65	AKAN	JUN 66
		DM2	JUN 66	EADCN	DEC 65			AX1	MAR 65		
OMC	NOV 63	DMSN	JUN 66	EA52	DEC 65			AX2	JUL 64		
OM1	NOV 63			EA53	DEC 65	SWC	APR 64	AX3	OCT 64	AZC	DEC 65
OM2	NOV 63			EASCN	DEC 65	SW1	APR 64	AXAN	OCT 64	AZ1	DEC 65
OM3	NOV 63	MMC	DEC 61			SWE2	APR 64			AZ2	DEC 65
OMSN	NOV 63	MM1	SEP 60			SWE3	APR 64	AOC	DEC 65	AZ3	DEC 65
		MM2	JUL 62	CEC	APR 65	SWECN	APR 64	AO1	MAY 65	AZAN	DEC 65
		MM3	DEC 61	CE1	APR 65	SWF2	APR 64	AO2	APR 65		
RMC	JUN 64	MMFN	DEC 61	CEP2	APR 65	SWF3	APR 64	AO3	JUN 65	ASC	DEC 65
RM1	JUN 64			CEP3	APR 65	SWFCN	APR 64	AOAN	JUN 65	AS1	DEC 65
RM2	JUN 64			CEPCN	APR 65					A5E2	DEC 65
RM3	AUG 64	ENC	DEC 62	CE52	APR 65			AQC	DEC 65	ASE3	DEC 65
RMSN	AUG 64	EN1	JAN 61	CE53	APR 65	UTC	APR 64	AQ1	JUN 65	ASEAN	DEC 65
		EN2	SEP 63	CESC	APR 65	UT1	APR 64	AQB2	APR 65	ASH2	DEC 65
YNC	JUN 66	EN3	JUL 65	CET2	APR 65	UTA2	APR 64	AQB3	APR 65	ASH3	DEC 65
YN1	JUN 66	ENFN	JUL 65	CET3	APR 65	UTACN	APR 64	AQBAN	APR 65	ASHAN	DEC 65
YN2	JUN 66			CETCN	APR 65	UTB2	APR 64	AQF2	DEC 65	A5M2	DEC 65
YN3	JUN 66	MRC	DEC 63	CEW2	APR 65	UTB3	APR 64	AQF3	DEC 65	A5M3	DEC 65
YNSN	JUN 66	MR1	SEP 63	CEW3	APR 65	UTBCN	APR 64	AQFAN	DEC 65	ASMAN	DEC 65
		MR2	NOV 63	CEWCN	APR 65	UTP2	APR 64				
CYN3	AUG 65	MR3	NOV 63			UTP3	APR 64	ABEC	DEC 65	PHC	DEC 65
CYNSN	AUG 65	MRFN	NOV 63	EOC	FEB 65	UTPCN	APR 64	ABE1	MAY 65	PH1	JUN 65
				EO1	FEB 65			ABE2	JUN 64	PH2	JUN 65
PNC	JUN 66	BTC	APR 62	EOH2	FEB 65			ABE3	DEC 65	PH3	DEC 65
PN1	JUN 66	BT1	FEB 61	EOH3	FEB 65	UTW2	APR 64	ABEAN	DEC 65	PHAN	DEC 65
PN2	JUN 66	BT2	FEB 61	EOHCN	FEB 65	UTW3	APR 64				
PN3	JUN 66	BT3	JAN 61	EON2	FEB 65	UTWCN	APR 64				
PN5N	JUN 66	BTFN	JAN 61	EON3	FEB 65			ABFC	JUN 65	PTC	FEB 66
								ABF1	FEB 65	PT1	FEB 66
SKC	JUL 64	BRC	SEP 63					ABF2	FEB 65	PT2	DEC 65
SK1	NOV 63	BR1	JUL 61					ABF3	FEB 65	PT3	DEC 65
SK2	OCT 63							ABFAN	FEB 65	PTAN	DEC 65
SK3	SEP 65	EMC	JAN 62								
SK5N	SEP 65	EM1	DEC 60					ABHC	DEC 65	HMC	OCT 65
		EM2	NOV 62					ABH1	OCT 65	HM1	OCT 65
		EM3	JAN 64					ABH2	JAN 65	HM2	OCT 65
DKC	JUN 66	EMFN	JAN 64					ABH3	JAN 65	HM3	OCT 65
DK1	DEC 63							ABHAN	JAN 65	HN	OCT 65
DK2	OCT 64	ICC	JUL 64								
DK3	JUN 66	ICI	AUG 61					AEC	DEC 65	DTC	JUN 66
DK5N	JUN 66	IC2	OCT 63					AE1	DEC 65	DT1	JUN 66
		IC3	JUL 64					AE2	APR 65	DT2	JUN 66
		ICFN	JUL 64					AE3	DEC 65	DT3	JUN 66
CSC	JUL 63							AEAN	DEC 65	DN	JUN 66
CS1	JUL 63	SFC	MAR 61								
CS2	JUL 63	SF1	MAR 61					AMSC	AUG 65	SDC	OCT 65
CS3	FEB 66	SFM2	APR 62					AMS1	AUG 65	SD1	JUL 63
CSSN	FEB 66	SFM3	OCT 63					AMS2	FEB 65	SD2	FEB 63
		SFMFN	OCT 63					AMS3	DEC 65	SD3	JAN 64
SHC	JAN 65	SFP2	FEB 62					AMSAN	DEC 65	TN	JAN 64
SH1	FEB 61	SFP3	OCT 63								
SH2	APR 60	SFPFN	OCT 63								
SH3	JAN 60										
SH5N	JAN 60	DCC	DEC 65								

Charley Wise, HMCS, USN



"Been with the SEALs long, Chief?"

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Hired Killer (WS) (C): Melodrama; Robert Webber, Franco Nero.

Kiss the Girls and Make Them Die (C): Melodrama; Michael Connors, Dorothy Provine.

Sullivan's Empire (C): Melodrama; Martin Milner, Linden Chiles.

Island of Terror (C): Drama; Peter Cushing, Edward Judd.

The Way West (WS) (C): Drama; Kirk Douglas, Robert Mitchum.

Africa—Texas Style (C): Drama; Hugh O'Brian, John Mills.

A Countess From Hong Kong (C): Comedy; Marlon Brando, Sophia Loren.

Hail! Mafia: Drama; Henry Silva, Jack Klugman.

The Honey Pot (C): Comedy; Rex Harrison, Susan Hayward.

Divorce American Style (C): Comedy; Dick Van Dyke, Debbie Reynolds.

The Deadly Affair (C): Drama; James Mason, Simone Signoret.

Chuka (C): Melodrama; Rod Taylor, Ernest Borgnine.

Barefoot in the Park (C): Comedy; Robert Redford, Jane Fonda.

The Jokers (C): Comedy; Michael Crawford, Oliver Reed.

The Beckett Affair (C): Melodrama; Lang Jeffries, Krista Nell.

Adios Gringo (C): Action Drama; Montgomery Wood, Evelyn Stewart.

The Happening (C): Comedy Drama; Anthony Quinn, George Maharis.

Those Fantastic Flying Fools (WS) (C): Comedy Adventure; Burl Ives, Troy Donahue.

Lightning Bolt (WS) (C): Adventure Drama; Anthony Eisley, Wandisa Leigh.

The Perils of Pauline (C): Comedy; Pat Boone, Terry Thomas.

Prehistoric Women (WS) (C): Melodrama; Martine Beswick, Edina Ronay.

The Treasure of Silver Lake (WS) (C): Western; Lex Barker, Karen Dor.

Smoky (C): Western; Fess Parker, Diana Hyland.

Gunn (C): Melodrama; Craig Stevens, Laura Devon.

The Naked Runner (WS) (C): Mystery Drama; Frank Sinatra, Peter Vaughan.

Don't Make Waves (WS) (C): Comedy; Tony Curtis, Claudia Cardinale.

The Spirit is Willing (C): Mystery Drama; Sid Caesar, Vera Miles.

Eye of the Devil: Mystery Drama; Deborah Kerr, David Niven.

The Million Eyes of Sumuru (WS) (C): Mystery Drama; Frankie Avalon, George Nader.

Baraka X77 (WS) (C): Mystery Drama; Gerard Barry, Sylvia Koscina.

The Fastest Guitar Alive (C):

Western; Roy Orbison, Sammy Jackson.

The Devil's Own (C): Mystery Drama; Joan Fontaine, Kay Walsh.

Red Dragon (WS) (C): Adventure Drama; Stewart Granger, Rosanna Schiaffino.

Cyborg 2087 (C): Mystery Drama; Michael Rennie, Wendell Corey.

Fort Utah (WS) (C): Western; John Ireland, Virginia Mayo.

El Dorado (C): Western; John Wayne, Robert Mitchum.

Correspondence Courses

Twelve enlisted correspondence courses and three officer courses have been revised and are available to the Fleet. In addition, one new course, *Principles of Navy Diving* (NavPers 10429), is now available to officers. Revised courses are listed below. Note that three of the courses are classified.

Enlisted Courses

- *Torpedoman's Mate* 3 & 2 (NavPers 91297-D); Confidential, supersedes NavPers 91297-C.

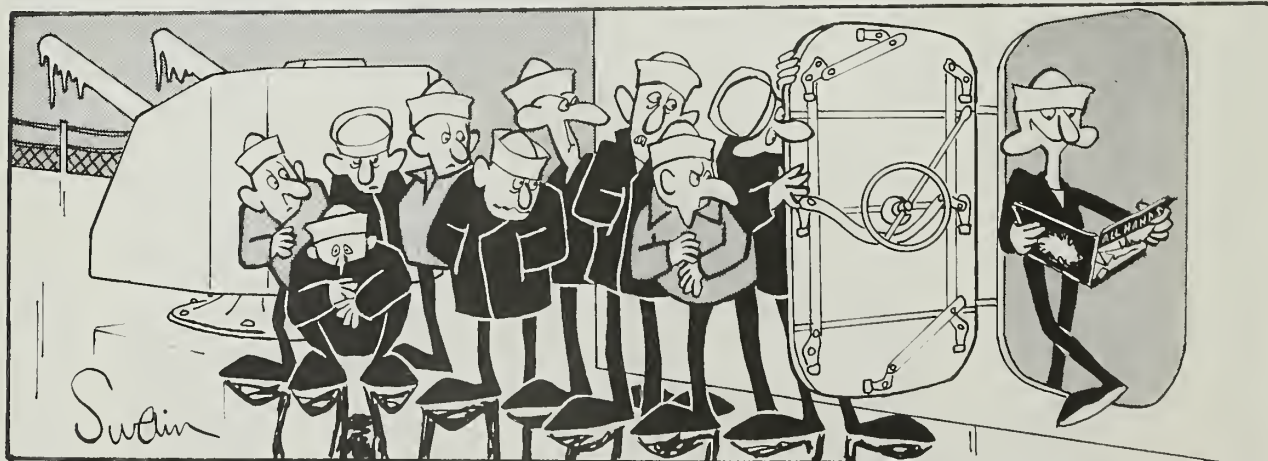
- *Radarman* 3 & 2, (NavPers 91269-1A); Confidential Modified Handling, supersedes NavPers 91269-1.

- *Sonar Technician "S"* 3 & 2 (NavPers 91259-4); Confidential Modified Handling, supersedes NavPers 91259-3A.

- *Aviation Ordnanceman* 3 & 2 (NavPers 91665-2); supersedes NavPers 91665-1A.

- *Yeoman* 3 & 2 (NavPers 91414-3E); supersedes NavPers 91414-3D.

- *Illustrator Draftsman* 3 & 2



PASS IT ON—Don't leave your shipmates out in the cold. Remember ALL HANDS is intended for 10 readers.

(NavPers 91488-1); supersedes NavPers 91488-D.

- *Engineering Aid 3 & 2* (NavPers 91564-3); supersedes NavPers 91564-2A.

- *Construction Electrician 3 & 2* (NavPers 91569-2C); supersedes NavPers 91569-2B.

- *Ship's Serviceman 1 & C* (NavPers 91450-D); supersedes NavPers 91450-C.

- *Aviation Machinist's Mate R 1 & C* (NavPers 91608-2); supersedes NavPers 91608-1.

- *Ship's Serviceman Tailor* (NavPers 91463-1E); supersedes NavPers 91463-1D.

- *Gunner's Mate G 1 & C* (NavPers 91357-1A); supersedes NavPers 91357-1.

Officer Courses

- *Financial Management in the Navy* (NavPers 10732-A (Int.)); supersedes NavPers 10732-2.

- *General Oceanography* (NavPers 10417-2); supersedes NavPers 10417-1.

- *Public Works Department* (NavPers 10741-A1); supersedes NavPers 10741-A.

New ET Courses

Four new courses have been established at the Electronics Technician School at the U. S. Naval Training Center, Great Lakes, Ill. The subjects covered are:

- Single Sideband Transmitter.
- Wideband Synchronized Single Sideband Receiver.
- Multi-Channel/Voice Frequency Telegraph Terminal Equipment.
- Microwave Multi-Channel Link Equipment.

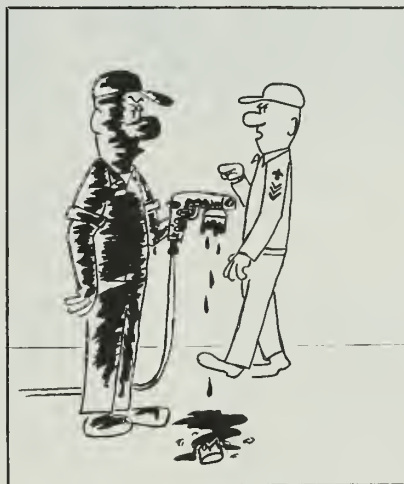
To be eligible for these courses, applicants must be graduates of ET (Communications) Class "A" School or an ETN3 or above.

Navy men who are in the SET (Selected Electronics Training) Program are also eligible but they must be graduates of the ETN Shipboard Indoctrination Class "C" Course.

Although the qualifications require no security clearance, students will find it advisable to be cleared for Confidential because classes are held in a restricted area.

Each course lasts four weeks and classes begin during the first week of each month. Those who enter the courses must be obligated for 14 months of service.

P. McVay, LTJG, USNR



"Incidentally, be sure you have it in low pressure air—not high pressure—before you begin painting."

Applications should be received by the Chief of Naval Personnel (Pers-B2163) Navy Department, Washington, D. C. 20370, not later than three weeks before the class convening date desired.

The school also expects to establish two additional courses in March 1968. The subject matter covered by one of the courses is classified. The other course will cover Multi-Address Processing System AN/FGC 73A. Qualifications for these courses will be substantially the same as those listed above.

Special Meteorology Course To Supplement PG Studies

A shortage of officers in the Weather Service has resulted in a special course of study in meteorology at the Naval Postgraduate School, Monterey, Calif. The new program supplements the Postgraduate School's two-year meteorology curriculum, and at present calls for one year of study at the graduate level.

The curriculum is designed for qualified line ensigns upon graduation from Officer Candidate School, Newport, R. I. Eligibility requirements include substantial undergraduate training in mathematics and physics, as well as desire for duty with the Weather Service.

Completion of the one-year course will qualify students for certain duty assignments at Fleet weather cen-

trals and facilities, where officer shortages now exist.

The first class of approximately 12 officers was scheduled to begin this month, with additional classes of 10 to 15 students to commence twice a year (January and July) as long as there's a shortage of meteorologists.

Plans for a second-year curriculum are now under study. If approved, the supplemental second-year meteorology curriculum would, like the school's existing two-year course, lead to a master's degree for those officers who subsequently returned to Monterey to undertake the second year.

Officers who complete the one-year curriculum would be eligible for a second year of education after serving two years in an operational meteorology assignment.

- **FOREIGN CAR SAFETY** — The "bargain" car you buy overseas and ship to the United States may cost you more than you had planned if it doesn't meet new safety standards.

Effective 1 Jan 1968, some provisions of the National Traffic and Motor Vehicle Safety Act apply to all new cars sold or driven in the United States, including imported cars. As a result, no cars manufactured on or after 1 January may be driven in the United States if they do not meet the standards issued by the National Traffic Safety Agency on 31 Jan 1967.

The new law establishes standards in design and construction of auto brake systems, windshield wipers and defrosters, steering controls and other components essential to safety. Additional standards are being developed and will be made effective at a later date.

Any new car you buy overseas and ship to the U. S. will be inspected by the Department of Transportation. If it doesn't meet current safety standards, the law may insist that you make necessary modifications before you drive it.

It's possible you could be required to post a bond to make sure you have any needed work accomplished.

Word on the Importation of Motor Vehicles into the United States was issued in the form of BuPers Notice 11240, 1 Nov 1967. Additional details, when available, will be incorporated into the *Naval Supply Systems Command Manual*.



Navy News

ABOUT MIDNIGHT on any December 31st, lots of things happen that rarely occur any other time of year.

Innumerable parties are in full swing. Recently released balloons are gently floating deckward. Paper hats are askew and paper horns are in full cry. Toasts and friendly embraces are everywhere. Many join hands in large circles to sing an old traditional song of which few know the words and hardly anyone knows the meaning.

No real reason for any of this. It's traditional.

Several thousand miles from these happily singing groups another tradition is taking place. It's a Navy tradition, perhaps somewhat less mirthful.

A Navyman stands bent over a well-worn book, chewing on a pencil, deep in thought. Finally, he slams down his pencil in exasperation and bellows at his companion: "What can *possibly* rhyme with SOPA?"

USS Boston (CAG 1)

The stars are bright and silent and high;
They season the moonlight in Anchorage "Y"
At Guantanamo Bay, in a warm, gentle clime,
And a year is to them but a twinkling in time.

Around and about are the ripples of blue
That mirror the night and partition the two:
The air, with its promising, man-breathing
breeze,
And homelessly perilous, pitiless seas

That pass as they please a'er the mud of
the bay.

Forty fathoms of chain, forty-eight feet away
From the starboard side anchor of Boston
tonight,
Bearing zero-four-two toward the Hospital
Light;

Rear of Hicacal Range zero-two-one point
eight,
And to Fisherman's Point zero-six-one. Of late
Only nature shows tranquility here,
For the island of Cuba is barren of cheer.

So the ship's in condition of readiness Five,
And Yoke goes unmodified when we arrive
From a day with the training group
practicing war,
For SOPA, ComNavBase, has said from
ashore

That ships of the Fleet at Guantanamo Bay
Must take these precautions when not
underway.
Seven-five-seven, a Norfolk DD,
Putnam's here also, as lonely as we

Who lang far the city whose proud name
we bear,
Whose winters are fierce, but whose
welcomes are fair.
Holidays, hames, and the hearts we hold
dear
Are vital reminders—our mission is clear.

Boston's bright taa—and silent and high,
With turrets and missiles that challenge the
sky,
Serving fifty bright stars under God's
blazing sun;
May they shine through the New Year for
CAG 1!

D. G. McDougall, LTJG, USNR

USS Terrell County (LST 1157)

All by ourselves in the South China Sea,
We're steaming tonight, independently.
Our captain's in charge—he's OTC—
As we brave monsoons and a rolling sea.

Our ship is quite sturdy, our crew is the
best—
In the outgoing year, we passed many a test,
And we've earned a place apart from the
rest
In this war in the East supplied by the West.

For that is our job—logistics, supply—
And we've carried it all from Da Nang to
Chu Lai.
Without missing a beat or batting an eye,
We've steamed Christmas and New Year's
and Fourth of July.

The unhappy Navyman is following the quaint custom that Navy deck logs written during the 1 January midwatch are written in rhyming verse.

Some are verse than others. As our pencil-chewing friend has discovered, it isn't easy. As if he didn't know, the man he relieved has pointed out to him that, verse or not, Article 1037 of *Navy Regs* requires that all the information customarily required must be included.

The particulars of the important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water must be included in the log, whether or not it is in verse.

He must also include the character of duty in which the ship is engaged; the state of the sea and weather, courses and speed of the ship; bearings and distance of objects sighted; position of the ship; draft and soundings; zone description; particulars of anchoring; disposi-

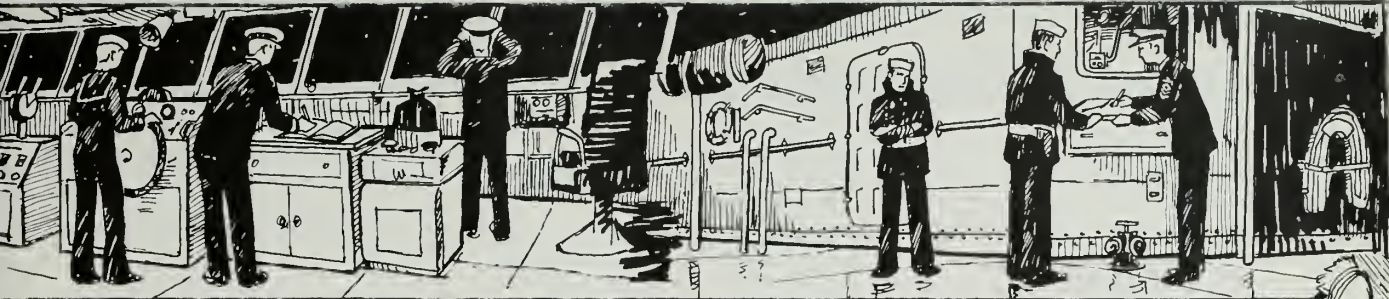
We're not out to break records, just get the
jab done,
Sa the earth may be peaceful and children
have fun,
And all can have rest when the peace has
been won
And men can be friends, and fighting is done.

Tonight we are steaming on 345 True;
Though four engines we have, we need only
two.
While our tireless workers make the others
like new,
At speed 10-point-five we plow through the
blue.

Number two bailer is making brawn smoke
And our security patrol maintains a good
Yoke.
Standing this midwatch is surely no joke;
It is cold, and it's wet—with no frolicsome
talk.

At one-twenty-nine, we changed speed to five
And we've let our crew know that we're
really alive,
For we're turned to due west as for comfort
we strive,
Put the sea on our quarter sa the ship will
not jive.

At ten after two we start boiler one
Sa the boiler gang too can join in the fun,
And work on the other 'til the next morning
sun;
There's no frolic here, there's work to be
dane.



Year's Log

tion of the engineering plant and changes thereto; tests and inspections; changes in the status of ship's personnel; and matters specified by competent authority.

All this can be put in verse, as you will see below.

Occasionally it can even be made to rhyme, an element which has been firmly established by many varieties of Navymen.

As in the past, the five top logs have been selected by an informal panel of ALL HANDS judges, but in this contest any ship in the Fleet can form its own opinion.

The top entry is by Lieutenant (jg) D. G. McDougall of *uss Boston* (CAG 1), which was moored at Gitmo at the time. However, a number of ships have shown that a good rhymester can do his work even while steaming at sea.

In second and third place are the logs of *uss Terrell*

County (LST 1157) written by Lieutenant (jg) J. R. Smith and Lieutenant Commander H. W. Kinsley, Jr.; and *Falgout* (DER 324), written by Lieutenant (jg) William B. Norgan, both while steaming in the South China Sea. *Terrell County* was bucking a monsoon during a logistic run at the time; *Falgout* was on Market Time patrol when 1 Jan 1967 made its appearance.

In fourth place is a somewhat unusual log written by Personnelman Second Class E. J. Pennick, Jr., USN, who was standing barracks watch at NAS Patuxent River, Md.

A slightly sardonic poet (to use the term most loosely) is Lieutenant (jg) R. A. Gutierrez aboard *uss Shangri-La* (CVA 38).

Has your ship mailed your New Year's log yet? Don't forget to send it in for our next contest.

And that is the story of a very fine crew
Who work any time that there's work to do.
On our trusty midwatch we have several true
blue
Who worked all day long putting much
cargo through.

A small crew we have, but they never give up
And sometimes don't breakfast or luncheon
or sup,
And they don't get the medals, they don't
win a cup,
But there's not one in the bunch a tiger
could "whup."

They've been to the north, south, east and
the west,
To Inchon and Naha and Saigon—the best—
And Oui Nhon, Cam Rahn, Vung Tau and
the rest,
Iwakuni, Tacloban and Hong Kong—no jest.

But more than that, they've seen plenty of
sea
From the stumping decks of this LST.
They've seen typhoons and monsoons and,
occasionally,
That enjoyable calm that's found in a lee.

So *Terrell County* now bids you good night
And wishes you well as we drop out of sight.
We hope the new year will be really all right
And that next year's at-sea rhyme is not our
sad plight.

J. R. Smutko, LTJG, USN
H. W. Kinsley, Jr., LCDR, USN

USS Falgout (DER 324)

Underway on New Year's day,
A flare far celebration,
Not shot by us, but PCF,
Its aim: illumination.

As CTU one-one-five-four-ane,
Our vigilance unending;
Na junk nar merchant, nay anyone,
Succeeds in us evading.

Course ah-six-five, 10 knots the speed,
Condition of readiness Three;
Material condition Yoke is set,
Patrolling the South China Sea.

ComSeventhFlt called this DER
To guard 'gainst infiltration
Originating from near or far,
To help preserve a nation.

CTF one-one-five—Saigon—
As Market Time control,
Finds this SOPA and OTC
Always on the go.

With darkened ship, yet eyes alert,
Silently searching the zone,
It may appear, though such is not,
That the units are alone.

Our cause is just; our goals are set;
The enemy beware.
South Vietnam, he'll soon find out,
Is not far him to share.

Again maneuvering to intercept
Another possible foe,
We steer various courses at various speeds,
Though not far him to know.

Twa-four-five base course, this watch is done,
Ten knots it is base speed;
The conflict, however, though still not won,
Freedom armed, we will succeed.

William B. Norgan, LTJG, USNR

NAS Patuxent River

Assumed the duties
On this New Year's Eve.
'Twas a good personnelman
I came to relieve.

The sections are mustered,
The decks are swept,
The trash cans are emptied—
The barracks well kept.

Throughout this long day,
Not a thing was amiss;
Far I have the duty—
And my heart's filled with bliss.

I mustered the sections
At appropriate times
And checked the passageways—
Without any rhymes.

At sixteen-four-five
The sun was set;
At all ships and stations
Our calors were met.

The old year was happy,
The old year was glee;
Let's hope that the new one
Is better for we.

At twenty-two-thirty
Dorm lights were turned out,
And the end drew near
Without even a pout.

The barracks are emptied
Save for a few.
Now, out with the old year,
Here comes the new!

B, C, and D dorms—
They check out all right,
And each fire exit
Is closed up tight.

The security watch
Informs CMAA—
The barracks secure
And all squared away.

In the lounge everything
Is neat and trim.
The TV's still on
And the lights are dim.

At double-oh-thirty
I turned into my pad,
For the death of an old year
Is often quite sad.

The DPPO is about,
'Tis oh-five-four-five;
It's a new dawn,
And good to be alive.

Relieved of duty
Without much fanfare,
I entered the time—
This quiet New Year.

Well 'bye for now
From this sober sentry;
I was proud to have made
The first New Year's entry.

E. J. Pennick, Jr., PN2, USN

USS Shangri-La (CVA 38)

It's New Year's Eve and la-di-da
I'm stuck aboard the Shangri-La.
Now sitting at anchor is not much strain
With one-oh-five fathoms to the port hook
chain;
And Taranto, Italy, is a good town,
Though I'd choose other places to hang
around.
Shangri-La's anchored in Yankee Nine,
Swinging at the hook over ooze and slime.
This muddy bottom brought our chain to a
stop
Only seventeen fathoms 'neath the water's
top.

I've turned on all lights like a good OOD
And the friendship lights are blinking at me.
SOPA is CTG sixty-point-two;

He's ashore with the captain, where I should
be too.
Instead of enjoying a wee cup o' grog,
I stand here grumbling and writing this log.

It's getting late and I'm dead on my feet,
Trying to rhyme the names in the Fleet.
So hey diddle diddle, the Shong's in the
middle,
Columbus and Strong (not to mention
Kaskoskia) on my storboard hand;
While Lawrence and Belknap at their anchors
stand.

Enough for these ships, I'll tell you of mine:
I have No. 2 boiler on the main line.
Scuttlebutt has it from the electrical snipes
That 2 and 1 generators are giving them
gripes.
We've lost the load a few times in the post
And New Year's Eve will not be the lost.

We once set Yoke some while ago,
And if it's still set I'm sure I don't know,
For time has a way with fittings, I fear,
And the fittings were closed in December
last year.

Although time has passed the midnight bell,
The roving patrols have reported all's well.
Likewise may each year find us similarly set
To enjoy the peace and counter a threat.

R. A. Gutierrez, LTJG, USNR

USS Bennington (CVS 20)

In the Tonkin Gulf we're currently steaming
On Yankee Station with nav lights agleaming.
The Senior Officer Present Afloat
Is ComCorDiv 9 in the big nuclear boat.

While we're here in the South China Sea
We're under the Yankee Team SOP.
The OTC is ComASWGru One,
Embarked in none other than our
Bennington.

Although we're up in the combat zone,
We have no fear, and we're sailing alone.
But if we meet up with a group of V. C.,
We've set a modified condition Three.

The word was passed, so it's a safe bet
That our DCA has condition Yoke set.
Flight ops are run by Bennington's tower
While, below, four boilers are giving us
power.

When the year was twenty-five minutes old,
The following aircraft returned to the fold:
Three SH-3As and five S2Es
And one Elb (or a Fudd, if you please).

At twelve-twenty-seven right did we go
To the southerly course of two-double-oh.
Time zero-one-twenty did finally arrive,
So again we came to course three-five-five.

We commenced blowing tubes at
zero-one-thirty
And succeeded in getting the flight deck all
dirty.
Four minutes after the hour of two,
The snipes colled up and said they were
through.

Now it reads zero-two-fifteen
And, because of the hoze, not much can be
seen.
To help solve that problem, here's what we
do—
Post the low visibility crew.

Happy New Year!

R. E. Lane, LCDR, USN

USS Rankin (AKA 103)

Our watch set tout this misty night,
The old year, leaving, looks a sight.
We just have time to tell this fable
Before he goes and slips his cable.

From larboard to storboard he paces with
sadness,
While out on Pier Three, his replacement's
all gladness.
Eight bells have been sounded to end up his
reign,
So a chanty we sing as he follows the Maine.

A dido he cuts as he's piped o'er the side;
Aho! To you, New Year, it's your turn to
ride.

Eight more bells ring out, piercing the night
While up the ladder, his relief takes flight.

It's time to describe the place where you
stay;
If you don't follow SOPA, the devil's to pay.
ComASWForLant's his title, no sundowner he,
His watch marks are money, he rules
handsomely.

His orders are simple: Just follow the rules.
It's doubled up standard (you are not fools),
You're starboard side to, in Berth thirty-one;
NovSto pumps, water so scuttles can run.

Atlantic Fleet units need give you no ration—
For you're always shipshape and Bristol
fashion.
You've had every oward that PhibLant can
muster;
Let's hope you're as good on the next year's
roster.

J. M. Cusick, LTJG, USNR

USS Charles F. Adams (DDG 2)

Recalling the mighty and thund'rous chorus
Of those to the sea who've gone long before
us,
Brings to mind that traditions are meant to
please
And one's writing poetry on New Year's Eve.

Our subject: a ship that we all respect;
She's done more far us than one can expect.
Here's a tale of position, time and weather,
And a stout-hearted crew, working together.

She's got many lines to keep her taut;
They're standard and doubled as you'd have
thought.

Starboard side to, pier Charlie, berth four,
As befits the steadfast man-a-war.

A seven-inch nylon line is used
To keep the stern to the pier well fused.
Up forward a springlay rig is bent
So from her bed she can't be rent.

Waist breast and stern breast resist the tide,
So causing no harm the river does glide.
The night is quiet and the moon is bright;
No ills will seek her on this chilled night.

Charleston, South Carolina's her home,
She came leaving froth and wake and foam;
But now she lies still, in the shipyard she
stands;
No heartbeat from engines, and blowers
and fans.

There are services from the pier the ship
must take;
She laathes them, the sea she'd like to rake,
Independent at yard and ship once again,
Leviathan's sister, directed by men.

SOPA is Commander Mine Force, Atlantic.
The fist of steel he can plant is gigantic.
Yard and district craft are moored all around
The grace and beauty of this, our greyhound.

Soon she'll leave this transient home,
Go back to sea where she can roam,
To carry her flag and our nation's way
And show that there can be peace same day.

So on this day, as here we lie,
We pray to God above us on high
That naught but good fortune add to her
fame;
Of course, Charles F. Adams is her name.

Robert A. Andretta, LTJG, USN

USS Okanogan (APA 220)

Under the northeast monsoon skies,
The mighty "Ok" at anchor lies.

Seventy-five fathams of chain at the hawse,
Prevents our drift and stops the yaws.

The harbor of Da Nang is underneath;
The hillsides are quiet, giving brief relief.

A stranger to Da Nang, the "Ok" is not,
For station ship duties seem to be our lot.

The skies are cloudy with on-and-off rain.
SOPA is aboard, our own Captain Payne.

A round of bearings just taken tonight
Shows one-zero-three to the breakwater light.

Bearings are taken each and every half-hour;
Our QM says, ah-six-seven's the Tower;

And zero-three-two to Observatory Hill
Tells us the anchor is holding us still.

Our picket boat circles with vigor and vim,
In case the Viet Cong should come far a
swim.

But if the boat they manage to pass,
Nine deck sentries stand ready with rifle
and glass.

Making runs into Tien Sha is LCM Two,
Shuttling cargo handlers, the jab of her crew.

Units of PacFleet are anchored here
And assorted yard craft are also berthed
near.

Requirements of condition Four are met
And below the main deck Yoke has been set.

The end of this watch is now drawing near—
So best wishes to all, a Happy New Year!

J. E. Sprague, LT, SC, USN
T. F. Schaeffer, LTJG, USNR

USS Northampton (CC 1)

Anchored in mud off Windmill Point shore
In accordance with Op Order Thirteen-six-
four.

It's rainy and cold here in Chesapeake Bay;
Our whistle was sounded to greet New Year's
Day.

From seventy-five fathams of sturdy steel
chain

Our starboard anchor takes medium strain.
On buoys which guide ships past
Rappahanock Shoal

Bearings were shot; we came straight to our
goal.

Two-nine-four, two-hundred, two-one-nine
degrees true

Bear buoys forty-six, forty-four, forty-two.
In a labyrinthian jungle of steel, pipes and
oil

Our engine room gang performs its hot tail.
Four latent giants in a caldron of steam,
Number one on the line, the rest deep in
dream.

Turbos one and two purr on throughout the
night,

Fields of force being cut, electrons in flight.
From deep in the ship our snipes bring us
power,

Nocturnal creatures on watch this first hour.
Condition Yoke's set; our ship's watertight,
While our surface search radar is probing
the night.

SOPA's Captain Forrell, CO of our vessel;
He all through the night with our problems
doth wrestle.

Our rhyme must now end, though the year
just begins;

In the old Navy way, this year we've rung in.
To our Northampton shipmates on this day
of cheer

We heartily wish a Happy New Year!

B. A. Gordon, LTJG, USN

USS Meeker County (LST 980)

This early hour of a brand-new year
We're tied secure beside the pier.
The braw's to port; we rest in peace,
The formal name—Pier 58 East.

The U. S. Naval Amphibious Base
At Little Creek and—just in case
You do not know our home of late—
Virginia is the name of the state.

The lines we have are two-by-two;
They hold us fast, protect the crew.
For safety's sake, the springlay's out
Bath fore and aft, for weather's bout.

Along black nerves, there pulses a stream
Of electric power, water and steam.
This vital energy from the shore
Permits our engine rooms to secure.

With us here this New Year's night
Are many ships designed to fight.
The U. S. Atlantic Fleet they're from;
Harbar and district craft are some.

We'd like to extend both greetings and cheer
To SOPA, who stands his watch with us here.
CamPhibLant is his official name;
The Fleet, 'round the world, applauds his
fame.

And now as this New Year starts on its way,
To the crew of this fine ship, it's our pleasure
to say,
"Happy New Year, mates,
Have a grand New Year's Day."

D. J. Eggleston, Jr., LTJG, USNR

U. S. Navy Astronautics Group, Point Mugu

As the New Year comes in, and the old one
departs,
There's peace in the air and there's joy in
our hearts.

Our cause for elation is easy to see:
Last year we had one bird; this year we have
three.

This satellite tria performs quite a feat
By sending good data to ships in the Fleet.
As a navigation team, it's an old methods
toppler,
Replacing sextants and eyeballs with a thing
known as Doppler.

The volume of fixes produced is quite
massive;
And the best part of all: the ships remain
passive.
There's another advantage that binds us
together:
Our birds can be used in all kinds of weather.

An accurate fix on a squared-away chart
Is simply NAG's way of doing its part.
So to all of our users from everyone here:
Have a safe voyage and a Happy New Year.

E. E. Gehrdes, LT, USN



COLLEGE AHEAD?—As a member of the Navy there are scholarships available to help send son or daughter to college.

FOR NAVY JUNIORS: *Scholarship*

HOW ARE YOU going to finance your children's higher education? You want to give them the best available, but skyrocketing costs make the problem appear almost insurmountable. It's a tough situation to face.

Nevertheless, a solution is possible.

Sending one's youngsters off to college requires hard work and cooperation on the part of the entire family, but it can be achieved. In addition, your position as a member of the armed services will frequently be to your advantage.

Part-time work by the college student and summer employment offer a partial solution. Scholarships will help carry the balance of the load.

Almost all colleges and universities, especially those in large urban areas, have provisions for after-hours student employment. Before your son or daughter enrolls, they can probably line up a guaranteed job for as many hours as they can manage. The pay isn't great, but it helps.

Freshmen are usually cautioned against overloading themselves with part-time employment. Many find there is a considerable difference between the academic demands of high school and college, and sometimes overestimate their capacity for off-duty employment. Most, however, can manage a few hours of income-producing work each week.

Your young college student can also finance part of his education by putting off until tomorrow what he can't do today. In other words, he can apply for an education loan. Such loans are payable after graduation and interest, if any, is not charged until the education is completed and the student presumably begins to earn his own living.

The Office of Education in the state in which you

live usually is the best source of information on this subject. You may be surprised to learn how many education loans are available to students in your community. Other sources available to naval personnel are listed later in this article.

ANOTHER SOURCE of financial help for your children's college education is a grant-in-aid, or a scholarship. Frequently these two terms are included under the term "scholarship," but there is a difference between these two types of aid.

Technically, a grant-in-aid is a stipend paid for the possession of a special talent in the fields of music, art or athletics, for example.

A scholarship, on the other hand, is a grant of money or tuition to a student who is expected to maintain a specified grade average, although frequently other conditions are also attached.

There are a number of scholarships available locally and offered at the college your child chooses to attend. If your son or daughter is still in high school, the school guidance counselor probably will have a list of scholarships available to local students and those offered by the school of his choice. Frequently information of this nature is also available in the school catalog.

The terms under which scholarships are awarded often specify need as one of the conditions. This is a misleading term implying that the student must be a charity case before he is eligible.

Parents are considered to be responsible for educating their children but they are not expected to do so at the expense of incurring large debts.

The boards which award scholarships consider the student's personal income, if any, then add the income

he has from part-time employment and the amount his parents can provide for his education. If the total reached in this calculation does not equal the amount required to send him to college, then he is in need of assistance. This can happen even though the annual income of the student's parents might reach well into the five-figure bracket.

THERE ARE THOUSANDS of scholarships available to the general public and even listing all those available only to children of military families is out of the question. Here, however, is a partial list of scholarships offered to children of active duty, retired and deceased military personnel.

Clausey Medal of Honor Scholarship Foundation—Makes an outright grant of not more than \$500 to the child of a Navyman or Marine who was killed in action or died as the result of combat injuries during World War II or the Korean conflict.

It is also awarded to the children of Navymen and Marines who died in service or of a disability incurred or aggravated during World War II or the Korean conflict but not officially recognized as such.

The applicant must need financial assistance and be

Opportunities

a graduate of an accredited high school or its equivalent or one who will qualify for graduation before the beginning of the next academic year.

High school scholastic record must be reasonably sound and the applicant must be physically capable of undertaking the academic work required of him and be of good moral character.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned to the Bureau by 1 April of the year entering school.

Dolphin Scholarship Foundation—Established for the sons and daughters of members and former members of the silent service.

Parent must have been qualified in submarines and have served in the sub force for at least five years after qualification. He may also have served in submarine support activities for at least six years. These qualifications do not apply insofar as time is concerned to the children of submariners who died on active duty.

Awards are made on scholastic proficiency, character, all around ability and financial need. Applicants must be graduates of an accredited high school and intend to work toward a BS or BA degree.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned not later than 15 March.

Benjamin Franklin Hutchison Fund—Derived from a recent bequest to the Navy Relief Society, this scholarship will not be available until the fall of 1968. Income from the fund will produce about \$550 per annum and will be used to support a Naval Academy Prep School student (or students).

Applicants must be the sons of Navy or Marine Corps officers (active or retired with pay or deceased)



GOOD NEWS—With cost of education going up it is smart to know what assistance is available.

who are preparing for entrance to the Naval Academy by attending a Naval Academy Prep School.

Application forms may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned before 15 April.

The Fleet Reserve Association Scholarships —The Schuyler S. Pyle Scholarship is awarded annually in the amount of \$500 to the child of a Fleet Reserve Association member in good standing. The member may be active, receiving retainer pay, retired or deceased.

The award is made on the basis of need, scholastic standing, character and leadership. The money must

Educational Funds Available From Navy Relief Society

Interest-free loans to student dependents of members of the naval service, who hope to attend college or other institutions of learning are available from the Navy Relief Society. The size of the loan will depend upon need, and will vary with family circumstances, its size, assets and income.

Deadline for application is 15 March each year. Types of schools to be attended include accredited colleges, vocational schools or prep schools for service academies.

Those eligible are *dependents*, under 23 years of age, of Regular Navy and Marine Corps personnel, active duty or retired. Also eligible are dependents of Reserve personnel on continuous active duty, retired for physical disability, or retired with 20 years of active duty.

Loans are made directly to the dependents, with the stipulation that repayment begin six months after graduation.

For complete information, write to the Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. Remember the deadline—15 March is not far away.



IN ADDITION to help available to the general public there are those for the Navy dependent only.

be used for educational expenses at an accredited college during the academic year in which the award is made.

The Fleet Reserve Association also offers a \$500 tuition scholarship to the children of Navymen (active, retired or deceased) to be used at the accredited college of the recipient's choice.

Applications for both Fleet Reserve scholarships may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned by 1 April.

Ladies Auxiliary of the Fleet Reserve Association Scholarship—An award of \$250 is made to a daughter of a Navyman or Marine who may be on active duty,

Forrestal Memorial Trust Fund

The Forrestal Memorial Trust fund has been established by the officers and men of the Atlantic Fleet aircraft carrier *USS Forrestal* (CVA 59) to provide educational aid to children of victims of *Forrestal's* disastrous fire July 29th.

More than \$15,000 has been donated by *Forrestal's* crew.

The carrier, which docked at the Norfolk Naval Station last fall, was severely damaged by fire and explosions while patrolling Yankee Station in the Gulf of Tonkin.

In addition to the \$15,000 already donated, other contributions added to the *Forrestal* fund include \$762 donated by Class 709 of the Officer Candidate School at Newport, R. I.

Since a number of persons have written *Forrestal* indicating an interest in such a fund, the Norfolk Chapter of the Navy League has offered its assistance. Under the coordination of Mr. Norman C. Wilcox of the Norfolk Chapter, the Navy League has set up the following address for persons desiring to mail contributions: The Forrestal Memorial Trust, P. O. Box 3000, Norfolk, Va. 23514.

in the Fleet Reserve, retired with pay or deceased.

Another scholarship amounting to \$500 is awarded annually to the son or daughter of a Navyman or Marine as mentioned above.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and must be returned not later than 15 April of the year the student wishes to enroll.

Marianas Naval Officers' Wives' Club Scholarship—Provides \$500 which is awarded annually for education at the undergraduate college level to one or two applicants showing the most scholastic promise.

Applicants must be dependents of Navymen or Marines on active duty, retired with pay or deceased in line of duty or after retirement. They must also be high school graduates (or the equivalent). Qualifying students already attending college may also apply for the scholarship which may be renewed from year to year.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, and from the offices of the district commandants. Completed applications must be in the hands of the Chief of Naval Personnel no later than 1 April.

Naval Academy Women's Club Scholarship—Awards a four-year scholarship which provides the recipient with \$600 for her freshman year, \$500 during the sophomore year and \$400 in both junior and senior years.

The recipient must be the daughter of a Naval Academy faculty member, a Regular Navy or Marine Corps officer on active duty or retired with pay, or the daughter of a deceased officer of one of the former categories.

Scholarship, character and need are the basis for awarding the grant which is renewed annually if the recipient maintains her scholastic standards as well as meeting other requirements.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370, or the Scholarship Chairman of the Naval Academy Women's Club, Annapolis, Md.

Applications should be returned to the Chief of Naval Personnel (Pers-G221) before 1 March.

New York Council Navy League Scholarship Fund—The New York Council Navy League offers an unspecified number of annual scholarships of from \$200 to \$500 each and possibly more if great need is indicated.

The recipients must be the dependents of Regular Navymen or Marines serving on active duty, retired with pay or who died in line of duty or after retirement. Preference is given to children of Navymen or Marines who are or have been stationed in the Third Naval District. Eligibility requirements specify that the recipient be a high school graduate and that students already enrolled in college may apply.

Award is made on the basis of scholastic standing, character, leadership and need.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370. They must be returned by 1 March.

Navy Wives Clubs Scholarship Foundation—Qualifications specify that the recipient of this scholarship be the child of an enlisted Navyman or Marine or a mem-

ber of the Coast Guard. The parent may be on active duty, retired with pay or deceased while on active duty or following retirement. Dependents of discharged personnel are *not* eligible for consideration.

The applicant must be a graduate of an accredited high school or its equivalent or one who will qualify for graduation before the next academic year begins. Students already in college may also apply. Applicants must have reasonably sound scholastic standings, be physically capable of completing their studies and be of good moral character.

The Foundation makes an outright grant of at least \$400 during the freshman year and the grant may be renewed for subsequent years if the student's work is satisfactory.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221) or from the Secretary of any Navy Wives Club. The completed applications must be returned to BuPers by 15 April.

Navy Doctors' Wives Club Nurses Educational Scholarship—Each year a \$200 scholarship is awarded to a dependent of a Navy medical, dental or medical service corps officer who resides in the Washington, D. C., area. The officer may be on active duty, retired or deceased.

Applicants must have had nurses' aid training and have been accepted in an accredited four-year school of nursing, although three-year courses will be considered. Girls already in training will be considered.

Applications may be obtained from Mrs. Lloyd B. Shone, 2025 Huidekoper Place, NW, Washington, D. C. 20007 and must be returned before 1 May.

Levin M. Powell Scholarships—Awarded annually to outstanding members of graduating classes of secondary schools and to incoming freshmen who wish to prepare for entrance into the U. S. Naval Academy.

Applicants must have been accepted for enrollment at the George Washington University, Washington, D. C. 20006. Enrollment applications may be obtained from the Office of Student Financial Aid.

The Powell scholarships are awarded in equal parts for each semester and the recipient must carry a full schedule of academic work while he is receiving the grant.

Scholarship application should be made in writing before 15 February for the following academic year to the Office of Student Financial Aid, The George Washington University, Washington, D. C. 20006.

Society of Sponsors of the United States Navy—Offers scholarships to Navy career-motivated students entering preparatory schools to prepare them for entrance to the U. S. Naval Academy. There are three categories of eligibles and choices are made in descending order: Category I includes the sons of deceased, retired and active Navymen and Marines. Category II includes the sons of personnel of other military services and Category III takes in the sons of civilians.

Award will be made on the basis of character, aptitude for the naval service, scholastic standing, physical fitness, and financial need.

Application blanks may be obtained from Mrs. Edward Cochrane, Jr., 7703 Viceroy, Springfield, Va. 22151.

Submarine Veterans of World War II Scholarship—An annual scholarship award of \$350 is made to sons



NAVY YOUNGSTERS have a chance to qualify for financial aid if it is needed for college.

and daughters of submariners who were lost in a U. S. submarine during World War II and also to those of paid-up members of U. S. Submarine Veterans of World War II.

Applicants must be seniors in a secondary school or have graduated not more than a year before they apply. They cannot be married or ever have been married.

The award will be made on the basis of need and scholastic standing in high school and renewal of the scholarship will depend upon the student's progress and conduct.

Application forms may be obtained from Submarine Veterans Chapter Presidents, State Commanders or from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D. C. 20370. They must be returned to BuPers no later than 15 April.

Stanford F. Zimet Memorial Scholarship—Awarded annually to the son or daughter of a Navy Supply Corps officer, supply clerk or enlisted man whose path of advancement leads to supply clerk.

The scholarship in the amount of \$500 is awarded for the freshman year only on the basis of character, need and leadership qualities as well as scholastic ability.

Application blanks may be obtained from the Chief of Naval Personnel (Pers-G221) and must be returned by 15 April of each year.

Daughters of the Cincinnati—Offer scholarships only for the daughters of Regular Navy, Army, Air Force or Marine Corps officers. Of the 15 scholarships offered, 10 are elective. In other words, the student may choose her college. Three are at the College of William and Mary, Williamsburg, Va., and two are postgraduate



TUITION AID may be available to your children under one of many plans for Navy dependents.

scholarships to be used exclusively at the Teachers' College, Columbia University, N. Y. No scholarship awards are made after a student enters college.

In addition, the applicant must have a high scholastic record and submit a transcript of recent grades. She must also have three letters of recommendation from teachers and one character reference.

The parent of the applicant must submit a statement of financial position showing need for financial aid.

In most cases, the \$700 annual scholarships are elective to a four-year course in a college of good standing.

Application forms and further information may be obtained from Mrs. Howard E. Cox, Scholarship Administrator, Daughters of the Cincinnati, 122 East 58th St., New York, N. Y. 10022.

Massachusetts Institute of Technology, Cambridge, Mass.—Sons of Regular Army, Navy, Marine Corps and Coast Guard officers who are admitted as undergraduate students to the institute may receive half the regular tuition upon the recommendation of the Faculty Committee on undergraduate scholarships. The total number will not exceed 10 each year.

Applications should be addressed to the Dean of Freshmen and should be accompanied by documentary evidence that the applicant's father is a commissioned officer in the regular Army, Navy, Marine Corps or Coast Guard.

The award is renewable upon recommendation of the committee during the succeeding undergraduate years.

The Grace Moore Brewer Memorial Scholarship—Established at the Medical College of Ohio State University, is awarded annually by the Dean of the College of Medicine, Ohio State University.

The amount is determined by the earnings of the endowment fund when completed. It is usually in the vicinity of \$1000.

Preference is given to a direct descendant of a veteran of WWI, WWII or the Korean conflict.

The veteran must have been permanently disabled or lost his life as the result of his service.

The applicant must also meet the requirements for admission to the College of Medicine and must be in need of financial assistance. The award begins with the premedical year and continues through the medical college until the degree of M.D. is earned, provided the student is enrolled as a full-time student.

The recipient of the award must attend the Medical College of the Ohio State University but he does not have to be a resident of Ohio. He is expected to specialize in the field of research or treatment of cancer until the disease has been conquered. This, however, is not a fixed requirement.

AMVETS Memorial Scholarships—Are available to high school seniors whose fathers (or mothers) are deceased or totally disabled veterans of military service during World War II or the Korean conflict. Service must have been honorable and with the U. S. armed forces.

Parent's death need not have been service-connected. Disability, however, must be service-connected and in addition must be rated 100 per cent by the Veterans Administration.

Scholarships provide financial assistance for undergraduate study at any accredited college and grants range from \$500 to \$2000 for four years.

Selection is based upon competitive college aptitude examinations given in the applicant's high school; the applicant's high school academic record and his financial need.

Application forms are available during January and February from any AMVETS post or National Service Officer of AMVETS National Headquarters, P. O. Box 6038, Mid City Station, Washington, D. C. 20005.

Deadline for return of applications is 20 February.

A limited number of fellowships are also available for graduate study. These provide \$500 and will be granted on the basis of the students' undergraduate college record.

American Legion Auxiliary Scholarship Fund—In varying amounts up to \$3000 for daughters and sons of honorably discharged World War veterans who have lived in Florida at least five years before application.

Applications should be made to the Department Secretary-Treasurer, P. O. Box 4573, Jacksonville, Fla. 32201.

Knights of Columbus—Maintain a one-million dollar educational trust fund as a memorial to members of the order.

The scholarships are for four years and include allowances for tuition, board and room, books, laboratory fees and other incidental charges at a Catholic college or university.

In addition, many state and local councils of Knights have scholarship programs with varying eligibility requirements and benefits for the applicant.

Scholarships are available to the sons and daughters of Knights who were killed or became totally or permanently disabled as the result of World War II or the Korean conflict.

Further details may be obtained from local or state councils of the Knights of Columbus or by writing to

the Supreme Secretary of the Knights of Columbus, Drawer 1670, New Haven, Conn. 06507.

American Legion Scholarships—The National High School Oratorical Contest provides an opportunity for the four finalists to receive scholarships to attend any college or university in the United States. The amount awarded to the winner is \$4000, the runner-up receives \$2500, third-place winner receives \$1000 and the fourth-place winner receives \$500.

There are an estimated several hundred scholarships for oratorical contest participants awarded at post, district and state levels. Rules can be obtained from principals in those schools which participate in the contest or from the local Legion post or from the state department headquarters of the American Legion.

The National President's Scholarship awards \$600 each year to two in each of five divisions. Candidates must be daughters of deceased veterans who served in World War I, World War II or the Korean conflict; are in their senior year or graduates of an accredited high school, but have not yet attended an institution of higher learning. They must be in actual need of help to continue their college education.

Information and applications may be secured from the educational and scholarship chairman of the auxiliary unit in the applicant's own community or from the department secretary.

The Forty and Eight Nurses Training Program sponsors nurses' training through its local units.

The Defense Supply Association (New York Chapter)—Has established an annual \$500 college scholarship award for the children of military personnel in the New York area.

Sons and daughters of active, retired or deceased members (officers or enlisted) of the military establishment in the New York City area are eligible. The New York area is defined as extending into New Jersey as far as Fort Dix and upstate New York as far as Stewart Air Force Base in Newburgh. The area also includes all of Long Island and Fairfield County, Conn.

Besides scholastic standing, other criteria will include leadership qualities and financial need.

Applications may be made by writing to: Scholarship Committee, Defense Supply Association, New York Chapter, 261 Madison Ave., New York, N. Y. 10016.

As mentioned before, loans are available to students attending college. Most of these loans are available at a low rate of interest which begins upon graduation and no amortization of the principal is expected until after graduation.

Two programs under which loans are granted to Navy dependents are listed here:

Retired Officers Associations Scholarships Program—Offers an honor loan, interest-free, not to exceed \$400 yearly for four years to help defray expenses in institutions of higher learning.

Loans will be authorized on a basis of character, scholastic aptitude and financial need.

First year students must furnish a transcript of their high school records together with a statement that they are accepted for, and qualified, to pursue college or university work at the institution selected.

For following years, a transcript of the candidate's

record for the year preceding his or her application must be furnished.

Also required is a statement that the candidate is without adequate means to engage in higher education, supported by a separate statement from the parent or guardian that the latter is unable, without hardship, to provide the necessary expenses.

Character references from at least two reputable persons are desired and an assurance that the candidate will sign a statement promising to repay in full, without interest, any loan as soon as possible after graduation.

Specific questions will be answered by the Secretary of the Scholarship Committee, 1616 Eye Street, NW., Washington, D. C. 20006.

The Navy Relief Society College Loan Program—Also offers interest-free loans for higher education at colleges, vocational schools and prep schools for the service academies.

Loans up to \$1000 a year or a total of \$4000 over a four-year course based on need, are available to dependents of members of the Navy and Marine Corps, active, retired or deceased. Payment schedules after graduation range from \$20 for a loan up to \$300 with one to 15 months to pay to \$65 per month over a period of 53 to 62 months for a loan up to \$4000.

Requests for loans should be mailed to the Navy Relief Society Headquarters, 1030 Munitions Building, 20th and Constitution Avenue, NW, Washington, D. C. 20360.

VA Raises Age Limit For Veterans' Sons, Daughters

The maximum age limit for children of veterans entitled to VA educational financial assistance has been raised from 23 to 26.

Sons and daughters of veterans who died or were permanently and totally disabled as the result of a service-connected injury or illness are eligible for this help under the War Orphans Educational Assistance program.

Effective 1 October, the liberalization is provided in a new law signed by the President in August.

Such children may receive grants from the VA up to \$130 a month for 36 months of approved, full-time college or vocational training. Lesser grants are paid for three-quarters or half-time training.

While an 18 to 26 age limit generally applies, a person may begin school before age 18 and, in certain instances, continue after age 26.

Marriage is not a bar to this benefit.

Generally, benefits under this program are for students enrolling in colleges, universities and technical schools. Below college-level courses may be taken only in schools which offer specialized training that will fit a student for a vocational goal.

A person entitled to assistance under this program who is handicapped by a physical or mental disability may receive specialized training.

Specific information on eligibility, how to apply, specialized training, schools, educational costs and related matters may be obtained from any VA office.

TAFFRAIL TALK

An underwater mountain has been discovered by—of all things—an aircraft. This news comes in the form of an announcement by the U. S. Naval Oceanographic Office. The discovery was made some time ago—10 years, in fact—by an instrumented airplane, and the *seamount*, as it is called, has had its existence in the North Atlantic verified recently by a hydrographic survey ship.

According to the Naval Oceanographic Office, which now sends planes around the earth every three months to gather data used in updating magnetic charts, one of its planes first located the seamount in 1957.

This was the first seamount to be so discovered. Its presence was not confirmed until the United States' newest survey ship, USNS *Kane* (T-AGS 27), took bathymetric measurements while on a shakedown cruise. Proponents are hoping the seamount will be named *Kiwi* after the plane which discovered it.

★ ★ ★

Speaking of oceanography . . . Did you know that there are springs in the ocean? They are submarine seawater springs, called "blue holes."

When a Bahama Banks underwater blue hole recently heated to the previously unheard of temperature of 84 degrees centigrade, scientists from the Naval Oceanographic Office were called upon to investigate. They discovered that bacteria had accumulated, causing action which can generate extremely high temperatures. On land the same process has been known to set fires in hay barns and haystacks.

★ ★ ★

What with today's enormous problems, the high price of popcorn probably doesn't bother too many people. But it must have preyed on the mind of Yeoman Second Class Robert R. Motley, who, like the popsicle-makers, is with busy MCB 74 in Da Nang.

It seems Petty Officer Motley took a few kernels of corn from the EM club's popcorn machine one day, and planted them in the sand just outside the club.

★ ★ ★

USS *Wright* (CC 2) has a teacher named Charlie Wright-Guy. Charlie is in H Division and serves a very important purpose. His teaching job is to help *Wright's* Medical Department in demonstrating first aid procedures.

He's also a dummy.

Under the direction of ship's doctor Lieutenant Mathis L. Becker (MC), *Wright's* Medical Department recently took on the task of providing day-long lectures and demonstrations for groups of *Wright* crewmen for a week. Such subjects as controlling bleeding, splinting fractures, treating shock, resuscitation, and transporting of victims were covered thoroughly by the medical staff.

Off duty, Charlie occupies a corner in H Division, all alone. But somewhere, down in all that stuffing, there's a feeling of accomplishment. He knows he's helped 1200 men, *Wright's* entire crew, to become just a little better prepared for any emergency.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: SIDE BY SIDE**—Missile cruisers USS *Chicago* (CG 11) and USS *Oklahoma City* (CLG 5) are moored together at NAS North Island as *Oklahoma City* takes over flagship duties for the First Fleet.



Fill 'er up



Service Station on the High Seas

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ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for 10 readers. All should
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FEBRUARY 1968



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1968

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NUMBER 613

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The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



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Taffrail Talk

John A. Odline, Editor
Associate Editors
G. Vern Blasdel, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

• FRONT COVER: FLIGHT DECK DANCE—Some signals by flight deck crewmen resemble gyrations of a modern dance. Here, flight deck crewman directs aircraft aboard USS Hancock (CVA 19) while the carrier was with Detachment Charlie off coast of Vietnam.—Photo by R. D. Moeser, JOC, USN.

• AT LEFT: HOME TOUCH—It will soon be mail call aboard this Seventh Fleet destroyer as the helicopter pilot hovers his bird over the ship. Copters deliver mail daily to ships operating in the Tonkin Gulf.—Photo by R. C. Veeder, PHC, USN.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ONE MORE RECRUIT FOR

LAST SEPTEMBER 20 was Newman Day in Twin Falls, Idaho. Why? Because young John Newman was joining the Navy, that's why.

The Governor of Idaho, a former Navyman himself was there. The oath of enlistment was administered by none less than Captain W. R. Gebert, Director of Navy Recruiting for the Eighth Area. The captain, who came all the way from San Francisco for the ceremony, also read a letter of congratulation from the Secretary of the Navy.

Radio commentators and reporters were there and so were news photographers and television cameramen—their bright lights flooding the scene and their cameras snapping and grinding away.

Harold F. Smith, AE1, usn, the Navy recruiter at Twin Falls was there feeling proud of a job well done. It was largely through his interest that the day's events were taking place.

Members of the Snake River Mothball Fleet, a group of retired Navy people from Magic Valley, were present as were relatives and friends of John and his parents who, of course, were there too.

So why should the brass, the press, the local citizens and all the relatives and friends of the family turn out just to watch John Newman become

When John Newman joined the Navy, his six brothers had already given the sea service a total of nearly 50 years of active duty. Five brothers had seen service in Vietnam and the sixth had pulled duty in the Pacific. All of the well-traveled Newmans preceding John are Golden Dragons.

The six brothers have completed the courses necessary for advancement to the rate they hold and, during their Navy careers, all the brothers with sufficient service have been awarded the Good Conduct Medal.

With half a century already behind them, the six Newman brothers have a Navy service potential of 120 years before they would ordinarily join the Fleet Reserve.

If John Newman goes for 20, this figure would rise to 140 years of active duty in the Navy given by the sons of one family.

to have seven sons on active Navy duty at one time.

Although almost every acquaintance of the Newmans seemed to be on hand with congratulations, John's six brothers were nowhere to be seen in Twin Falls.

Their absence, however, was easily explained. They were all in U. S. Navy ships and naval stations at points between the west coast of the United States and Vietnam.

JOHNN, although he merited special attention, was also acting as a kind of ceremonial focal point for honors intended for the entire family.

Kirby Newman, Jr., the oldest of John's brothers, missed the festivities at Twin Falls because he was completing his 16th year of active Navy service at the U. S. Naval Aerospace Recovery Facility at El Centro, Calif. Kirby is a photographer's mate first class and, one might add, a first class photographer.

George Newman is also a photographer's mate and is at the U. S. Naval Station Photo Lab on Guam. George is a 12-year Navyman.

Edward Newman, an 11-year Navyman, is a machinery repairman and was serving on board *uss Sperry* (AS 12) when John joined the Navy.

Brother Joseph Newman was a bit farther afield than Edward. Joseph

a Navyman?

It was because John's enlistment was something special in two ways. First of all, John had worked particularly hard just to join the Navy. Secondly, John's name on the enlistment contract placed his parents among the very few in U. S. history

GONE NAVY—Seventh member of the Newman family, John M., learns the Navy way in boot camp at NTC, San Diego.



NEWMAN'S NAVY

was a boilerman assigned to *uss Epping Forest* (LSD 4) and was spending his sixth year in the Navy at Sasebo, Japan, when Newman Day was celebrated in his hometown.

John Newman's other two brothers have been in the Navy for a comparatively short time. David joined in October 1964, and was serving as a communications yeoman aboard *uss Tripoli* (LPH 10) on Newman Day.

Brother Weldon, the Newman with the least naval service, was in his third month as a Navyman aboard *uss Frank Knox* (DDR 742) which was in Vietnamese waters on his youngest brother's big day.

Weldon was the only Newman brother who had military service before he joined the Navy. He served in the Army between 1962 and 1966.

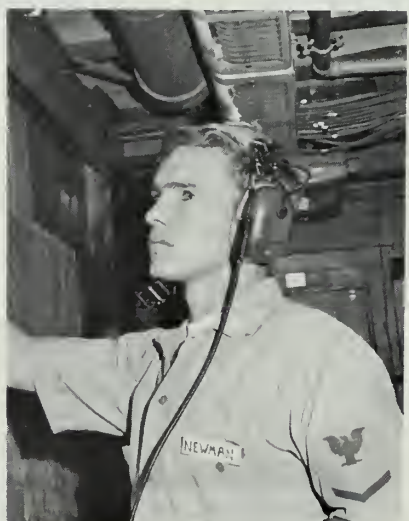
JOHN NEWMAN had not completed high school, but he was advised by his brothers that this in itself would not be a bar to enlistment in the Navy. He would have to pass the basic test battery, however.

Several of the Newman boys had worked at civilian jobs before they began their military service. With this combination of education and experience each of the six brothers beforehand had successfully come through the test battery given to prospective recruits. Their General Classification Tests also pointed the way to the diverse Navy fields in which each was interested and for which he was suited.

During their service careers, the Newman brothers took advantage of the education available through the Navy—correspondence courses, United States Armed Forces Insti-



Seaman Recruit John M. Newman



David Newman, CYN3, USN

Joseph Newman, BT2, USN



Kirby Newman, Jr., PH1, USN



George Newman, PH2, USN



Weldon Newman, SN, USN



Edward Newman, MR2, USN





CONGRATULATIONS—The governor of Idaho, Don Samuelson, congratulates John. Rt: Enlistment contract is signed.



tute and Navy schools—to increase the scope of their knowledge and to advance in their rating.

Those who had been in the Navy long enough to make a mark for themselves had done well and were considered to be good leaders, skilled in their jobs and a credit to the service.

WITH SIX OF THEIR SONS already in the armed forces, it probably

came as no surprise to John Newman's parents that their youngest son also wanted to join the Navy.

John's sketchy education, however, conspired against him. The first time he tried, he failed the Navy test battery.

It was a big disappointment for young John. His brothers were serving in all parts of the world—and now it appeared he might not make it in the Navy.

Petty Officer Harold Smith, the Navy recruiter at Twin Falls, took John's rejection to heart almost as much as John. He just couldn't let this happen.

With Smith at his side, John met the Job Corps' representative at Twin Falls and was accepted into the Job Corps program—as a preliminary to making his second application for the Navy.

He made the grade with the Job

Full Crew for USS Siblings, and Others

On 9 Sep 1941, 52-year-old Clarence Floyd Patten had the unusual experience of enlisting as a fireman first class, USNR, in the presence of his seven sons who were also Navymen.

The enlistment ceremony took place on board *uss Nevada* (BB 36) and the sons who were present were Gilbert Russel Patten, Allen Mayo Patten, Clarence Floyd Patten, Jr., and Myrne Roosevelt Patten—all of whom were firemen first class.

The other brothers were Marvin Kenneth Patten and Bruce Calvin Patten who were watertenders second and third class, respectively, and Roy Hart Patten, an apprentice seaman.

Clarence Patten's only remaining son later enlisted, thereby making the Navy membership of the Patten family almost unanimous.

There was only one holdout—a

married daughter who apparently did not see her way clear to join the Waves.

The World War II era also saw the seven Mazoway brothers, Louis, Leo, Harry, Joe, John, William and Ed, all of whom are reported to have been on active naval duty at the same time.

During their days in the Navy, the Mazoway brothers were called the Mazoway Task Force, which can be taken as a tribute to their effectiveness.

Family combinations are far from unusual in the Navy but some stand out from the others. No such accounting, for example, should omit families like the Leblancs of Litchburg, Mass.

In 1951, the Leblancs not only had 12 sons and daughters in the armed forces, seven of the Leblanc brothers had seen service in the United States Navy.

When Ernst Schneider, AN, USN was stationed at NAS, Moffett Field, Calif. in 1956, he could claim nine brothers who either had previous service in the Navy or who were serving with him at that same time.

In the same year, seven children of the Moses family of Coxton, Ky., were serving in the Navy.

Sets of twins and triplets serving in one ship are well represented as well as sets of brothers. In 1963, *uss McCaffery* (DD 860), for example, claimed seven brother combinations and Helicopter Antisubmarine Squadron Two had five brother combinations including two sets of identical twins.

No matter how you mix them up—father, son, brother, sister—the Navy can probably come up with the combination which all goes to show that, for many, Navy life is a family affair.

Corps and, after graduation in 1966, was hired by the Department of Employment.

That simple statement covers a lot of ground for, as Smith says: "John has carried out our suggestions and recommendations to the letter throughout the last two and one-half years, and he has had many obstacles thrown in his path during his time in the Job Corps. A tremendous amount of determination."

John was getting into the swing of things now. His job with the Department of Employment indicates his progress: As one of the first youngsters from Magic Valley to graduate from the Job Corps, he went about Twin Falls county, explaining the Job Corps to high school dropouts.

The Employment people liked John just fine and asked him to stay in that program. He wasn't having any, thanks. He wanted in the worst way to follow his brothers into the naval service.

THE NEXT TIME John tried the Navy test battery, the education he had received since his first enlistment attempt paid off. He passed.

"With John, it wasn't that intelligence was lacking," says one of his neighbors. "Only the means to express it." He had now caught up on his education—making up for being a high school dropout.

It was a happy day for John Newman when he was told he could join up. And the celebration of Newman Day at Twin Falls was a day of great satisfaction for Harold Smith, the Navy recruiter who had guided John to the enlistment ceremony from the beginning.

According to Petty Officer Smith (who had been on the job for three years), he had never interviewed a young man who was so motivated and determined to pursue a naval career as young John was.

Will the seventh seaman Newman start his service at any of his brothers' duty stations?

The new Navyman expressed a desire to go it alone and make his own mark in the sea service, therefore, he probably will not be stationed with any of his brothers.

John's Navy career will provide him with the same opportunities for travel, education, experience and career advancement that his brothers have enjoyed. And, older brothers being what they are, John may re-

It's All in the Family

The Newman boys are not what show biz might call the only brother act in the Navy. There are probably hundreds of them—some more unusual than others.

Recently, for example, James A. Steib, SN, USN, reenlisted for six years under the Navy's STAR Program and reported to Data Processing "A" School.

Such an event, of course, is not unusual in itself. James Steib's reenlistment, however, is extraordinary in that he has another brother, John, who also requested data processing—under the SCORE Program.

Possibly both were influenced in

their decision by a third brother, William, an eight-year Navyman who became a data processing technician after changing his rating from disbursing clerk.

With three brothers on stage with their computer act, a fourth brother, Harry, remains in the wings. Harry, who persists in being different, is a fire control technician aboard a nuclear submarine.

With three brothers on stage the act is complete. There are probably other families which have four sons serving on active duty in the Navy but maybe three in one rating is, if you will forgive the expression, unique.

ceive more fraternal advice on how to get along in the Navy than he wants or needs.

Help and advice from John's brothers, however, shouldn't be necessary. If the new man's service

matches his determination to enlist, the mark John Newman will make for himself will be one of which he, his six brothers, Twin Falls and the Navy can be proud.

—Bob Neil

I DO—John Newman is administered oath of enlistment at Twin Falls, Idaho.

—Photos on pages 2, 4 and 5 by Jan Arthur Soinsbury, courtesy of Twin Falls, Idaho, Times-News.





NAVY ENGINEERS work behind the scene to provide propulsion. Here a machinery repairman makes a boiler plug.

BOILER & FIRE ROOMS ARE

'ON THE READY, GRIDLEY'

THE CO of USS *Gridley* orders: "All engines, ahead flank."

Promptly, and consistently, the ship obeys. Most of the action you see in the performance of this operation is on the bridge. But there is another performance going on elsewhere in the ship, some decks below.

Seldom seen topside, quietly efficient and dependable Navy engineers insure that the ship answers the CO's command. In fact, *Gridley's* engineers are so reliable that people topside rarely consider the human element involved in all of these near-automatic responses.

Most important to the functioning of the ship is the main propulsion plant, the heart of the engineers' work environment. This intricately balanced system that takes black oil

and turns it into power is maintained and operated by Machinist's Mates and Navy Boilermen. "MMs" and "BTs" are the prime partners in the production of ship's propulsion.

Under the BT's guidance, boilers produce steam at high pressures and temperatures. The turbines capture the steam and use its force to turn the ship's propellers. In their partnership, machinist's mates and boilermen must maintain just the right ratios of air-to-oil inside the boilers and pressure-to-speed in the operation of the turbines.

Boilers and their associated equipments are located in the firerooms. These tube-filled steam makers are the largest equipments carried in a ship. They are huge furnaces whose special fire-resistant brick walls con-

tain the intense heat necessary to turn water in the surrounding tubes into steam.

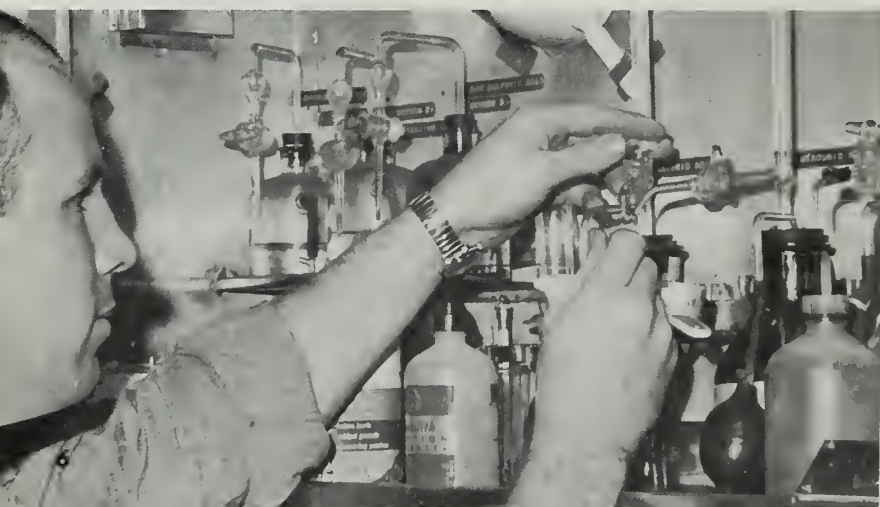
The boilers are fed with a fine spray of oil which has been forced through sprayer nozzles into the fire-box and a heavy volume of air from high speed blowers. As in a giant engine cylinder, fire is added to this mixture, causing combustion to take place. The steam that is formed in the tubes of the boiler travels through high pressure lines into the engine-room.

THE MOST IMPORTANT equipment in each of the two engine rooms is the turbine complex. But the bulk of the equipment located there is auxiliary to the turbine's function of turning the steam into thrust.

For instance, after the turbine blades extract all of the energy from the steam, the steam turns to water, called condensate, in the main condenser. This condensate must be quickly pumped back to the boiler for re-use.

Also, the ship would soon literally grind to a stop if lubrication oil pumps did not continuously distribute oil to all moving parts of the system. Machinist's mates in the engine rooms operate the ship's two 12,000 gallon-per-day distilling plants which turn sea water into fresh water and also produce very pure "feed" water for boilers.

ONE JOB of a boilerman is to maintain the purity of boiler feed water.



But the main function of the engine rooms is found in the turbines.

Each turbine is a cased row of bladed wheels. Steam is forced through the blades of these wheels and causes them to turn like a pin-wheel held in the wind.

Steam first enters the high pressure turbine, which is small and turns rapidly, and then enters the low pressure turbine, which is large and, using less energetic steam, turns more slowly.

These two turbines are geared to a propeller shaft by means of the main reduction gears. This massive thirty-five ton set of intermeshed gears takes the power of the high speed turbines and focuses it on the propeller shaft. Up to 40,000 horsepower is transferred by the reduction gears to the twenty-four inch wide gear around the shaft. The turning of the shaft, and its associated propeller, moves the ship through the water.

DEALING WITH STEAM pressures in the area of 1200 pounds and temperatures around 900°F. dictates that the main propulsion system and its operation be sound. The engineer spends long hours on watch checking the plant's operation. Gauges are read, tanks are sounded and temperatures are taken.

In addition to the primary mission of main propulsion, the engineers provide the ship with the same utilities that are required by a city, and a few more besides.

There is electricity (several different voltages and frequencies).

There is steam for cooking.

There is compressed air, cold water, hot water, iced water, refrigeration, heating, air-conditioning and intra-ship and outside phone service.

Very important also, the engineers keep the liberty boats running.

Engineers — electrician's mates, machinist's mates, machinery repairmen, shipfitters, damage controlmen, interior communications electricians and enginemen—are on call at any hour assuring that all of these services are delivered.

An engineer is a shipmate with sweat on his brow. He is the man you saw leave the ship at 2300 last night. He frequently rises earlier and works later. When he succeeds in a tough job, he is happier. When he occasionally fails, his disappointment is tempered with a genuine tiredness.

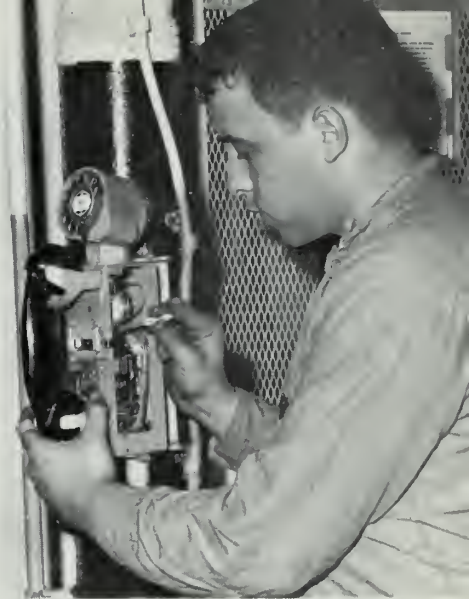
He likes the sound of the engine room when things are running smoothly. He doesn't like paper-work, cleaning firesides, quarterdeck watches, (or officers-of-the-deck wearing smoke-colored glasses).

Whether working soot-faced and wet-faced in the fireroom, or saluting the colors as he crosses the quarterdeck in pressed dress whites, the typical member of *Gridley's* Engineering Department is a hard working proud professional.

Without him, the ship—and its crew—would get nowhere at all.

USS Gridley has earned its reputation for being "on the ready," and is well named. It honors the naval officer who has gone down in history as the one to whom Admiral Dewey addressed the famous order, "You may fire when ready, Mr. Gridley."

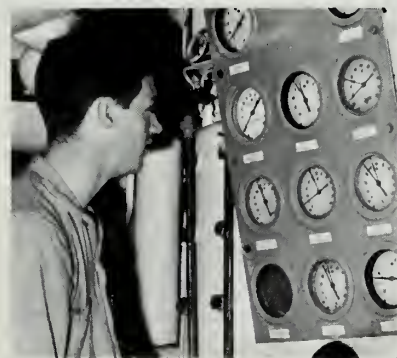
—C. Ward Bond, LT, USN



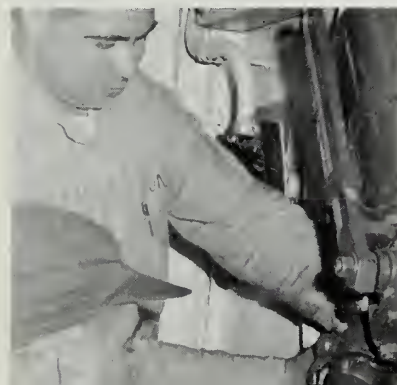
COMMUNICATIONS are vital, and are maintained by IC department.



SEA WATER is distilled for use in boiler. The boiler always comes first. Rt: Boilerman completes mud drum inspection. Above: *Gridley* underway.



KEEPING FIRE MAINS operational is a continuing job of the damage controlman. Rt: An engineman tunes the propulsion unit of a liberty boat.



Navyman's Best

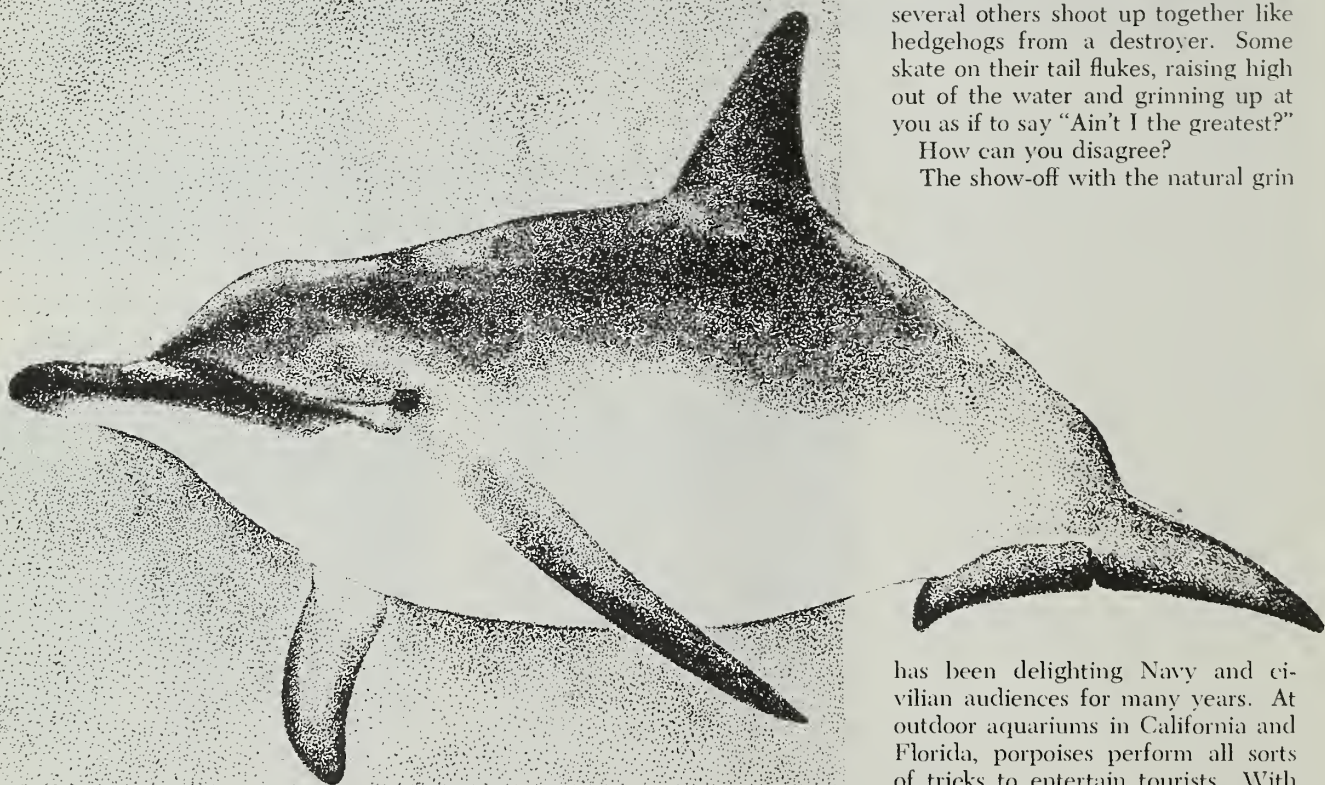
YOU'RE LYING in the rack listening to the dull groan of the engines as you head toward the Mediterranean at 20 knots. Not much to do. You're bored. Then the 1MC blares out a welcome message: "Porpoise off the starboard bow."

You grab your camera and join the general rush topside. You can be sure of one thing: you're in for an entertaining performance. When you reach the bow, you can see the show has already begun. There below is a school of gamboling porpoises easily keeping up with the ship.

They play follow-the-leader. One jumps high out of the water, then several others shoot up together like hedgehogs from a destroyer. Some skate on their tail flukes, raising high out of the water and grinning up at you as if to say "Ain't I the greatest?"

How can you disagree?

The show-off with the natural grin



has been delighting Navy and civilian audiences for many years. At outdoor aquariums in California and Florida, porpoises perform all sorts of tricks to entertain tourists. With very little training, they have learned to play water polo, basketball, and even to bowl.

There's really no need to describe a porpoise, especially if you have a TV set. If so, you've probably seen one starring on his nationwide show at least once.

FOR THE UNINITIATED, a porpoise looks much like any other fish, although he's really not a fish at all.

Friend: The Porpoise

—Or Is It a Dolphin?

He's a mammal, classified in the same zoological order as the toothed whale—Cetacean.

Thousands of years ago, his ancestors lived on land, but he's been on sea duty so long that he now looks like a fish to most people, even though he can't breathe underwater and has to come up for air every few minutes.

In popular usage the name porpoise has come to include not only porpoises, but also bottle-nosed dolphins and assorted other mammals which belong to the Cetacean family. Since that usage helps keep the mammal known as the dolphin from being confused with the gamefish of the same name, it's the one this article will use.

Seafaring men have long considered the porpoise a friend. As an example, some years ago there was one known as "Pelorus Jack" who was well known among the sailors who visited New Zealand, because of his habit of escorting ships as they steamed through Pelorus Sound.

There is abundant lore concerning porpoises, some of it provable, some not. One of their accomplishments that has been observed is their ability to act as seagoing cowboys, skillfully herding schools of fish in whatever direction they wish. Often, they will herd a school to shallow water, where, acting like a well-coordinated fishing team, they will dart in one at a time to take a fish, then return to the circle while another streaks in to get a strike.

OVER THE YEARS, many people have related stories about porpoises having saved them from various dangers such as shark-attack and drowning. Scientists know that porpoises are, indeed, the natural enemies of sharks.

When a school of porpoises decides to attack a shark, they again use the herding technique, and will cut out a lone shark from the school and surround it. Then, they drive in and butt the shark with their hard noses, again and again. This finally ruptures the shark's internal organs, and kills him.

One of the more recent incidents in which humans were saved from an attack by sharks was told by a Florida couple who, along with their dog, were adrift in a small disabled boat for five days.

On the second day adrift, a school of sharks surrounded the boat. The dog began barking, and shortly thereafter a large school of porpoises arrived on the scene and drove away the menacing sharks. From then on, the porpoises stood guard over the boat, driving away the sharks each time they came back for another try.

Many people have told of being in trouble swimming, and of having a friendly porpoise push them toward shore, apparently saving them from drowning.

Some scientists believe such stories should be taken with a grain of salt. They point out that porpoises simply like to push things around, and they would just as soon push a mattress

around as push a human toward shore. It stands to reason, they say, that if a man were pushed toward shore, he'd have a good story to tell. If he were pushed the other way, he could not tell his tale.

IT HAS BEEN well documented, however, that porpoises do seem to like their human cousins. People who have experimented with porpoises report that these creatures, for some reason, will let human beings do things to them for which they would kill a fish or any other animal. Porpoises will keep right on smiling while blindfolds are put into place, harnesses are strapped on, and a swimmer grabs a dorsal fin for a free ride. This friendliness is one of the reasons the porpoise is such a good subject for Navy-backed experiments.

The Office of Naval Research has been sponsoring research involving porpoises since the early 1950s. Navy

UP FRONT—Porpoises seem to be escorting *USS Hawkins* through the sea.



scientists have been, and continue to be, interested in three principal areas of research—hydrodynamics, sonar, and communications.

One of the most-studied aspects of porpoise capability is their swimming ability. As many sailors know, a porpoise can keep up with a ship which is making 30 knots or more, apparently with little effort. Yet, analytically speaking, a porpoise can swim only about 11 knots. The final answer has not been found yet, but several experiments have thrown some light on the subject.

ONE THEORY which has often been advanced maintains that a porpoise's speed is achieved by using a boundary layer control to reduce drag. A porpoise's skin is nearly bloodless at its forward end, where a smooth water flow exists. Toward the tail, where turbulence and drag normally build up, there are progressively increasing numbers of vessels supplying blood to the skin area. It is possible that this greater vascular

circulation aft could produce a smoother flow by decreasing water turbulence through heat transfer.

Another theory concerns the action of the porpoise's body in moving its tail flukes up and down like a skin-diver's flippers. Scientists know what happens when a rigid body is moved up and down in such a way, but they are not sure what happens when a mobile body, such as a porpoise's is moved likewise in the water.

Recent tests in Hawaii by two noted scientists in the cetacean research field, Dr. Thomas G. Lang and Dr. Kenneth S. Norris, of the Naval Ordnance Test Station in Pasadena, Calif., have proved pretty conclusively that porpoises aren't as speedy as we think they are.

Star of the tests was a three-year-old Pacific bottlenose porpoise named Keiki.

Keiki was first trained to race in a 10-foot deep lagoon about 30 feet wide and 200 feet long, enclosed by a chain link fence. An entrance cut out of one end and an exit on the

other marked the start and finish lines. Keiki learned to sit with his trainer's hand on his back at the rear of the pen. When the hand was lifted, Keiki sped to the entrance of the course. As his nose passed through the entrance, or starting line, an underwater signal was given which told him to "turn it on." He then raced the length of the course. If he made a good, fast run, three fish were given as a reward. If his time was outstanding, he got six fish.

SEAFARING men's observations notwithstanding, Keiki's best speed was 16.1 knots. And that was in the smooth water of the lagoon. Other tests were conducted off Oahu, where Keiki had to chase a homing signal transmitted from a moving speedboat. Keiki's best speed in the rough water was 14.5 knots. During the tests, accurate speed measuring devices included motion picture cameras, stopwatches, and a speedboat with a highly accurate speedometer.

What's the explanation? Are sailors seeing things when they watch porpoises swim with their fast destroyers and cruisers? The scientists do have a couple of answers. For one thing, the observers riding in the speedboat all guessed Keiki's speed to be more than 20 knots. The sea was rough, and the boat crashing from crest to crest greatly added to the illusion of speed.

But more important is the discovery that porpoises are adroit surfers, and know a lot about riding bow waves and making use of various hydrodynamically favorable pressure fields which can give them a free ride.

THE PORPOISE you see keeping up with your fast destroyer is probably riding the favorable pressure field caused by your ship's bow. This pressure field, scientists have discovered, extends a short distance out in front of the ship, which explains why many porpoises seem to be easily winning the race with your 30-knot destroyer. They're simply hitchhiking.

The use of favorable pressure fields created by moving bodies is old hat to porpoises. They often get free rides from each other, too. A small porpoise will position himself behind and slightly to the side of a larger animal, and thus will be dragged along by the big fellow's energy.

SALTY 'SHIPMATE'—Tuffy, a shark-scarred Atlantic bottlenosed porpoise, was trained to help Navy divers during Sealab II and will again during Sealab III.



This is, presumably, the same kind of phenomenon which racing drivers know as "drafting," that is, positioning one's car in the pressure field right behind a speeding competitor.

Navy scientists—and those sponsored by the Navy—are also intensively studying the porpoise's amazing sonar capabilities. Some of the early research sponsored by the Navy in this field was undertaken by Dr. W. N. Kellogg, then professor of experimental psychology at Florida State University.

He studied the echo-ranging ability of two porpoises named Albert and Betty, in a large pool on the Florida coast beside the Gulf of Mexico.

The pool was usually so muddy that the average visibility in it was only about 20 inches. Yet, by bouncing sound pulses—"clicks"—off objects, they could identify and locate the objects through their echoes. The porpoises performed all sorts of feats to show off their sonar.

IN ONE SERIES of tests the 55-by-70-foot pool was studded with metal poles which, if touched or struck lightly, gave off a bell-like ring. During their first 20-minute session of swimming through the maze, the two porpoises together brushed the poles a total of only four times.

In the second session with this obstacle course, the porpoises made even fewer contacts with the poles, and after that they negotiated the course in test after test without touching the poles at all. Even in the dark, the porpoises swam all over the pool without touching the obstacles.

How does a porpoise's sonar work? As we might expect, much like the sonar used on our submarines. Sending out clicks while he swims, a porpoise scans by moving his head from side to side. When he gets an echo, he sends out more clicks, and at a faster rate. Like our subs, he knows how far he is from his object by measuring the time interval between the clicks and the echoes.

From the early experiments by Dr. Kellogg, researchers went on to find out just how good the porpoise's sonar is. Can he, for example, discriminate between subtle differences in the size of two objects? Dr. Kellogg had already found out that the animal's sonar was capable of picking out a six-inch spot fish (which he



PORPOISE AND FRIEND—Navy photographer shoots underwater motion picture of porpoise during training at Naval Missile Center Point Mugu, Calif.

likes better) over a 12-inch mullet, but that's quite a considerable difference in size.

Dr. Kenneth S. Norris decided to find out how small a disparity between sizes the porpoise could detect. He suspended two nickel steel ball bearings beneath the water, with a lever in front of each. If the porpoise picked out the right (smaller) ball, she got a fish. The animal was blindfolded, of course.

When one ball was $2\frac{1}{8}$ " and the other $2\frac{1}{2}$ " or larger, the porpoise's sonar enabled her to pick out the right ball every time. When the difference between the two balls was brought gradually down to one quarter of an inch, the porpoise's performance fell to 77 per cent correct.

During the animal's attempt to discriminate between the two ball sizes, she was sending out clicks at rates ranging from 20 clicks per second up to 230 per second. The harder the choice, the more clicks she sent out.

The number of clicks rose sharply in one phase of testing, Dr. Norris reported. Two balls of the same size were lowered into the tank. The porpoise sent out many more clicks than usual, but she would not try to choose between them. Somehow, she knew it was impossible. She turned away as if to say "Don't be ridiculous."

Other scientists have found that a blindfolded porpoise, asked to distinguish between two discs, one aluminum, the other copper, can pick out the copper one every time.

PROBABLY the most well-known among porpoise-researchers is Dr.

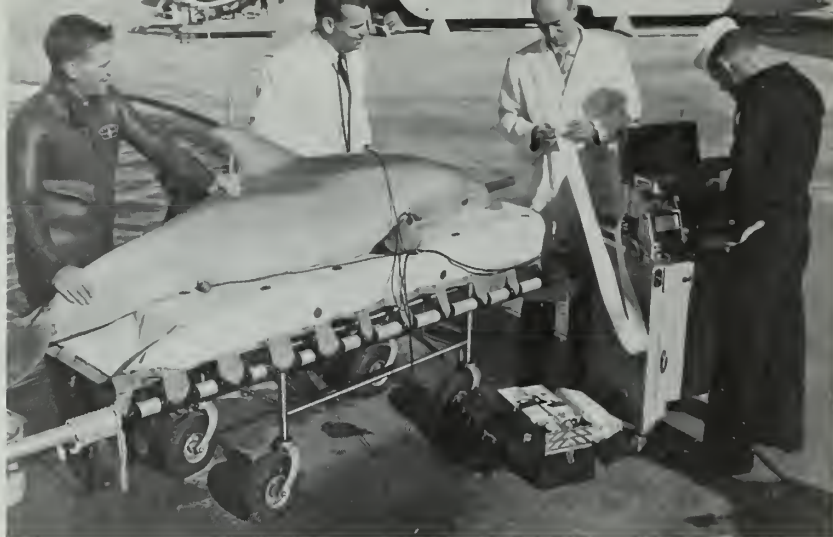
John C. Lilly, a research neurologist and head of Communications Research Institute, in Miami, Fla. He has been studying the porpoise's intelligence and his language for many years.

From what he has learned about these animals through the years, Dr. Lilly is convinced porpoises are the most intelligent beasts on earth. He ranks them far above the chimpanzee, which is generally considered the brightest land animal, and way ahead of such sentimental favorites in the animal IQ derby as dogs, cats, and horses.

A porpoise's brain is larger than that of a human being, and his cerebral cortex, or gray matter (the seat

WELL DONE—Navy diver rewards Tuffy during experiments to see how the porpoise might assist divers.





OUT OF WATER—U.S. Navy scientists perform an electrocardiogram on a porpoise while investigating its skill and capabilities at Point Mugu test pool.

of consciousness where the higher mental functions take place), is apparently just as complicated if not more so.

The porpoise can learn some things just as quickly as a human does, and much faster than any other animal can.

In one experiment porpoises learned in a single demonstration to operate a device it takes a chimp dozens of tries to master. The device consisted of an electrical apparatus which gave the animal a pleasant tingle whenever he worked a switch correctly. The gadget gave the porpoises such a charge that their eyes would light up and the muscles around their blow holes would break into a sort of smile whenever they got their electrical treat. When this was used as a reward, the porpoises

would do their darndest to earn it.

Dr. Lilly's experiments of late have been aimed at communications between man and dolphin. He has had some success teaching porpoises to say English words and phrases, but so far the porpoises have only managed parrot speech, or mimicry. His research is continuing.

EVEN IF WE CAN'T teach porpoises to talk to us in our language, it may someday be possible to talk to them in theirs. One Navy-sponsored project is to develop an electronic device which turns words into whistled tones, like those emitted from porpoises. A device has been manufactured, but this research is still in its infant stages.

While research into man-porpoise communication is still in progress,

SAY AHHH—Porpoises don't seem to mind medical checks of this nature. Here, Navy veterinarian looks into porpoise's mouth to check animal's health.



other Navy experiments have proven that the animals do talk to each other.

Dr. Jarvis Bastian recently conducted tests at the Marine Biology Facility, Naval Missile Center, Point Mugu, Calif., in which two porpoises first had to learn a pattern of instructions.

The animals, Buzz, a male, and Doris, a female, were first trained to press one of two paddles, depending on what kind of light signal they received from an automobile headlight. A continuous light meant push the right paddle; a flashing light indicated the left one. If they got it correct, they received a fish for their efforts. The two porpoises quickly mastered it.

The next step was to train Buzz and Doris to work together in coordination. Doris was taught she was to wait until Buzz had pressed his paddle before she pressed hers. Again they learned fast. There was, after all, a fish involved.

Next, a partition was lowered into the tank to separate the two porpoises. They could no longer see each other, and Buzz could no longer see the headlight. The partition was not sealed tightly, however, so the two could still hear one another. Then the light was turned on. While Doris waited for Buzz to push his paddle, she gave off a combination of whistles and pulse trains—and Buzz pushed the correct paddle. They got it right every time.

Finally, several layers of acoustic paneling were placed between Buzz and Doris. Now they could neither see nor hear one another. Still they tried, but Buzz's performance dropped to the level of chance. Obviously, he was no longer getting the message.

WHY DOES the Navy provide funds so that scientists like Dr. Bastian can play complicated games with porpoises? There are many reasons. By studying porpoises, scientists hope to acquire knowledge which human beings can use in all sorts of ways. For instance, if we could find techniques for understanding porpoise talk, we might be able to use these same methods to learn to say "Take us to your leader" in the languages of other planets. Chances are whomever or whatever we meet on other planets won't be much more unusual than the porpoise.

Porpoises are known to be capable of descending to 1000-foot depths

and of absorbing enough oxygen to remain there for a long (as far as we're concerned) period of time. Why can they withstand these deep ocean pressures which are beyond the physiological limits of other mammals? Scientists say an explanation of this may lead to the development of techniques enabling divers to work deeper and men to escape submarines without long periods of decompression.

Does the porpoise know a lot more about hydrodynamics than we do? If we can find some of his secrets, we could perhaps reduce the drag of underwater missiles and torpedoes, and thus use smaller power plants to propel them.

Can we improve our sonar so that it approaches the capabilities of porpoise sonar? Our antisubmarine warfare experts would like to know. They would also like to be able to communicate with porpoises. It is, after all, only a little bit fantastic to imagine a school of porpoises assigned to an ASW task force. An imagined communication might read: "Hunter-killer leader to Albert, Buzz, Betty,

Doris and Tuffy. Any contacts?"

Tuffy, by the way, has already proven himself to be quite a helpful animal. During the Sealab II man-in-the-sea experiments, Tuffy became a familiar sight to the inhabitants of the Navy's underwater house.

Instead of carrying a warming flask of brandy to aquanauts lost in the Pacific, Tuffy was trained to carry a lifeline to undersea travelers who lost their way in the murky depths.



Each of the aquanauts had an acoustic signaling device strapped to his wrist which, when turned on, would contact Tuffy and send him rocketing with his lifeline toward the "lost" diver. Tuffy also acted as the Sealab messenger, carrying bags of mail and tools in a special harness from the surface base to the aquanauts below.

Tuffy is scheduled to provide similar, more advanced services during the coming Sealab III experiments.

Which all brings us back to the basic question. Are porpoises really very smart? One aspect of their behavior provides us with a helpful clue.

Porpoises will eat only live fish when they are roaming the open ocean, and have to be trained to acquire a taste for dead ones. After a while in captivity, however, they learn to enjoy their handouts, and will swim patiently all day in a pool full of fish until they are fed from a pail of dead fish. They're at least smart enough to let their keepers do the fishing.

—Jim Teague, JO1, USN

The Sixty-Four Dollar Question — Is It a Porpoise or Dolphin?

There are some arguments among Navymen that go on year after year with neither altercator ever being convinced. How did the markings on the enlisted uniform evolve? What ratings take precedence over the others?

One question that has served to while away many an hour on the fantail goes something like this: Is the gambling prankster a porpoise or a dolphin?

In common, everyday American usage, you can call it either a porpoise or a dolphin, we've discovered. As was noted above, the accompanying article uses porpoise indiscriminately, to avoid confusion with the gamefish called dolphin.

Even scientists who are engaged in porpoise (dolphin?) research are inclined to use the two names rather loosely. They don't have time to worry about an animal's right name when they're busy measuring the time intervals between his sonar clicks.

However, as any experienced taffrail debater knows, common, everyday usage does not an argument win, nor a purse fatten. If one debater can spice his rhetoric with a few hifalutin, scientific,

latin names, he can sufficiently confound the issue to leave his opponent openmouthed and empty-palmed.

With this in mind, here are some notes with which prospective arguers and arbiters can arm themselves:

Firstly, taxonomists (people who worry about such things) assign very definite rankings for groups of animals or plants having similar characteristics. The rankings with which we are concerned, from highest to lowest, are *order*, *family*, and *genus*. You might compare them with states, counties, and cities. Each state (*order*) has within it several counties (*families*), and within each county are several cities (*genera*—plural for *genus*).

This is, of course, too easy. The ranks are further broken down into *sub-orders*, *sub-families*, and *sub-genera*.

All whales and other mammals who live exclusively at sea and resemble fish are of the order *Cetacea*. The sub-order *Odontoceti* includes the sperm whales, killer whales, pilot whales, dolphins, and porpoises.

Up to this point, the taxonomists

are in agreement. The friendly animals are *Odontocetous*. From here on, however, the classification depends on what taxonomist you are quoting. Some say there are two different families—*Delphinidae* (dolphins), and *Phocaenidae* (porpoises). Others affirm (and are backed up by Webster's unabridged of 1967) that the family *Phocaenidae* are included in the larger family *Delphinidae*.

At any rate, the family *Phocaenidae* includes, among others, the genus *Phocaena phocaena*, or common harbor porpoise; and the family *Delphinidae* includes, but is not restricted to, the genera *Lagenorhynchus*, *Delphinus delphis*, and the *Tursiops truncatus*. The *Tursiops*, incidentally, is the one you will usually find in the oceanariums, and has the most prominent grin.

After sifting through all of this scientific data, we were still a little fuzzy about what to call the subject of the accompanying article. A call to the friendly expert in the Smithsonian Institution was meant to straighten it all out. "Call them porpoises," our friend said. You see, there's this gamefish..."—J. R. T.

Cruising Down the River

CRUISING UP AND DOWN a lazy, flowing river sounds like a fine way to spend a long, hot summer unless you happen to be in Vietnam. Then the placid setting develops into one with dangerous overtones, like the scene last summer when a group of U. S. Navymen cruised the Long Tau River, main shipping channel from Saigon to the South China Sea.

They were engaged in what was perhaps one of the most historic and hazardous oceanographic surveying ventures ever conducted in Southeast Asia. Under any other circumstances it might have been a pleasant job.

Together with five scientists and engineers from the Naval Oceanographic Office and the Navy Research and Development Unit, Vietnam—referred to as NRDU Vietnam—the 11 Navymen aided in an environmental study of the shipping channel from Phu An, north of Saigon, to Kan Gio, where the Long Tau enters the South China Sea.

It was a survey of some 35 miles of deep draft channel, conducted under combat conditions, with the men in constant danger from Viet Cong sniper fire and river mines.

In other words, it wasn't exactly a riverbank picnic type cruise. But then neither are any of the other tasks undertaken by the NRDU Vietnam group, the only unit of its kind in Southeast Asia.

Its reputation is founded on "quick fixes" or solutions provided, usually within 30 to 90 days, to technical problems arising in the field with the operating forces. Therefore, when the requirement arose to discover how characteristics of the Long Tau River affect sonar and other water-mine countermeasures of the Navy, NRDU Vietnam naturally took up the job.

NRDU'S BASE for operations was the Vietnamese-U. S. Naval Base at Nha Be located eight miles south of Saigon. There, scientific equipment for the survey was gathered from the Naval Oceanographic Office, but everything else had to be sought out and pieced together.

A 51-foot armored LCM landing craft, converted to a minesweeper to clear enemy watermines, was provided by Nha Be's Mine Squadron 11 detachment for use as a survey

craft. It was soon to carry some of the most sophisticated oceanographic sensors ever to probe Vietnamese waters.

To man the landing craft and assist in the survey, the Navymen were "borrowed" from other units in the area. Rounding out the team were the civilian scientists and engineers.

Since most of the Navymen had no previous surveying experience, the first two days were spent in training, learning how to operate the equipment. From then on the men became adaptable to any situation, making modifications to the equipment as they went along.

To prepare themselves for possible enemy attack, the surveyors also borrowed machine guns, automatic grenade launchers and individual rifles and side arms from the mine squadron detachment. Each man, civilian and military alike, was checked out and required to fire every weapon in the arsenal. Then they were assigned battle stations aboard the LCM. Throughout the project, they worked with weapons close by, although they never came into direct contact with the enemy.

ON THE BOTTOM—Survey team members operate bottom profile recorder. *Rt:* Sediment sampler is readied for test.





RIVER RECORDING—Crewmember stands by to lower current meter. Rt: River navigation problems are discussed.

PLANs CALLED for the team to survey the entire length of the shipping channel, with specific observations to be conducted at three main points along the way. This meant the LCM would be anchored as long as 12 hours at the three stations.

Busy river traffic constantly moved about them and nearly proved disastrous at one station located at a bend in the river where the survey craft was almost rammed by a large merchant ship rounding the blind turn. Fortunately, the ship spotted the team and turned away at the last moment, avoiding a collision.

Enemy mines were another constant source of danger. Working 15 to 18 hours a day, on occasion the team would leave the base at Nha Be before the Navy minesweepers got underway. And, more often than not,

the team would return long after the last sweeper had been tied up to the pier.

DURING THE SURVEY the team tested the water for temperature, salinity, conductivity, currents and sound velocity at some 65 different observation points. Water samples were obtained and analyzed for sediment content. At each point, Navy divers from an accompanying EOD team obtained bottom cores or samples of the riverbed and performed other underwater measurements such as visibility and bottom hardness.

Data was analyzed in a makeshift laboratory at Nha Be and forwarded to the U. S. Naval Oceanographic Office for further analysis.

Seismic and bathymetric profiles were made of the entire length of the Long Tau and along both banks. The seismic record revealed the structure of sediments beneath the riverbed while the bathymetric record displayed the configuration of the river's bottom. Buried river channels were discovered along with numerous migrating sand ridges or dunes, ranging from 30 to 60 yards in length and from six to eight feet in depth.

Navy divers installed current meters on the river bottom in various locations. This made possible the recording of the direction and speed of water movements. The speed of the currents, often up to three knots,

and the zero visibility underwater made this a most difficult task for the EOD team. Nevertheless, the divers managed to attach sonic beacons to the instruments so they could be located and recovered by using underwater listening devices.

After the Navymen mastered the scientific devices, they took on more and more responsibility from the civilian scientists in monitoring and handling the complex equipment.

Finally, the last piece of information was gathered and recorded, and the individual team members returned to their parent organizations. Their experience had lasted 30 long, hot and dangerous days, but the result will be appreciated for months to come by Vietnamese and U. S. vessels navigating the Long Tau River.

—Ray Tills, JO2, USN

BOTTOMS UP—EOD diver brings up a core sample of the river's bottom.



CURRENT TEST—Sound velocimeter is lowered into waters of Long Tau river.





LOGISTICS HELICOPTER leaves *Wainwright* for other ships. Rt: Long day of watching continues through the night.

USS WAINWRIGHT HAS

PIRAZ, officially known as Positive Identification Radar Advisory Zone, is an area covering much of the Tonkin Gulf. It is also the station name of the ship which controls this zone.

USS *Wainwright* (DLG 28), a guided missile frigate, is one such ship. She provides Navy and Air Force pilots with continuous air navigation, quick advice on the nearest

tanker service, and sorts out the good guys from the bad guys.

Wainwright frequently cruises some 100 miles north of Yankee Station where Navy carrier-based pilots begin and end their combat flights. The distance to Hanoi and Haiphong is much less to the north and west.

On a typical day on Piraz, activity in CIC (Combat Information Center) begins to pick up around daybreak.

ON PIRAZ STATION—Reveille is sounded and the morning watch is set as USS *Wainwright* (DLG 28) maintains a radar fix for pilots flying in Vietnam.

Shortly thereafter, planes of the three attack carriers of Task Force 77 are overhead on their way to targets in North Vietnam.

This routine is repeated day after day and often hour after hour by the men and ships who man the Piraz station. For *Wainwright*, this is her second line period.

One piece of gear which makes her particularly useful at this sort of job is her Naval Tactical Data System, which is a high-speed, computerized system of collecting, displaying and evaluating combat information. *Wainwright* needs all the help she can get, for at times the air space in her area is as crowded, if not more so, as the world's busiest airports during peak flying hours.

For 24 hours a day, *Wainwright* air intercept controllers identify and track all aircraft over the Tonkin Gulf. During the almost-daily strikes, they have their hands full.

First come the defensive F4B Phantom jet fighters, then the supporting tankers and radar aircraft. Finally, the attack aircraft—the Phantoms, Thunderchiefs, Intruders, Skyraiders, Skyhawks and Crusaders—check through Piraz on their way to the north.

All the aircraft in the armada are identified, assigned a computer identification code and tracked to the target and back out.

At the same time, *Wainwright's*





CONTROLLERS track all aircraft over the Tonkin Gulf. Below: Flight deck crewmen help refuel SAR helicopter.

LOTS OF PIRAZ

helicopter takes off. In company with the other sea-air-rescue helos, "Big Mother" will hover just off the coast of North Vietnam near the coast-out (or attack exit point) throughout the mission. They wait to give a helping hand to returning pilots who may be in trouble and have to ditch.

Back in CIC the air intercept controller identifies and tracks all friendly aircraft. By doing so, he will be able to know promptly of any enemy air activity and to divert the defensive *Phantoms* to the intercept.

Should the enemy break through the defensive fighters, or if the enemy were to make an attempt on the fleet in the Tonkin Gulf, *Wainwright* would shift to her main battery, the *Terrier* surface-to-air missile system.

More than once, *Terriers* have been readied when unidentified and unaware friendlies forgot to check into the Piraz area.

Although *Wainwright's Terriers* have never been fired in anger, her missilemen check and double check the system daily to ensure it will be ready if needed.

In addition to her primary mission of keeping track of all aircraft over the Gulf, *Wainwright* also passes such information as weather, courses to home base and locations of other aircraft in the Gulf to pilots when they need it.

Throughout the day, the cycle

continues. Attack aircraft coast-out with empty bomb racks, take a fix on *Wainwright* and head for home.

No matter whether they are going in or coming out, work does not slow down aboard *Wainwright*. During the lull between strikes, data on the next attack is fed into the computers and marked on the plotting board.

Men and machines work together to form a team where a score of 99 out of 100 is not good enough.

—Text and photos by
Willard B. Bass, Jr., JO1



MISSILE CHECK—Member of *Wainwright's* weapons division relays information via phone as the ship's *Terrier* surface-to-air missile system is checked.





MOPIC Team Covers Vietnam

IF THEY WANT a piece of the action, the Navy's Combat Motion Picture Team has to keep on the move.

Providing news film for release to stateside TV networks, the MoPic team's cameras probe every niche and corner of Vietnam. The on-the-go team films such projects as jets striking North Vietnam from Yankee Station carriers, U. S. Army artillery batteries bombarding the enemy, Sea Dragon ships smashing military targets in North Vietnam, Marine amphibious assaults, and Vietnamese military training centers.

Their original Saigon office, in the Kindo building, was demolished last winter by a terrorist bomb, but the team was not at home. They were on the move.

They make only brief visits to their new Saigon retreat in the Brinks Hotel to complete their data sheets and scripts. Then they are off again on another assignment.

One of their recent projects was a documentary report on casualty care. Another job involved filming underwater inspection of ships for explosives performed by an explosive ord-

nance disposal team. A Vietnamese paratroop drop was another.

The team finds the helicopter an indispensable form of transport. Since many films open with establishing aerial views, the team logs a lot of whirly-bird time.

Often, they earn the title "combat team." Recently, they joined Vietnamese Junk Forces on the Mekong River in attacking a fortified Viet Cong outpost. The junks made a run on the outpost. Firing was heavy from both sides. Enemy tracers burst in bright red streaks, ripping through the wooden-hulled junks.

The MoPic team's officer in charge grabbed a camera and jumped up to film the exchange of fire. When a junk force sailor beside him was hit, he turned and filmed the action as a U. S. advisor treated the man's wounds.

Officially, the team's mission does not require them to engage the enemy. Sometimes it's necessary. The team members have been subjected to enemy automatic weapons fire, sniper fire, mortar attack, and have barely missed tripping VC booby traps. But they keep filming. And they keep moving.



Clockwise from Top Left: (1) An

ALL HANDS

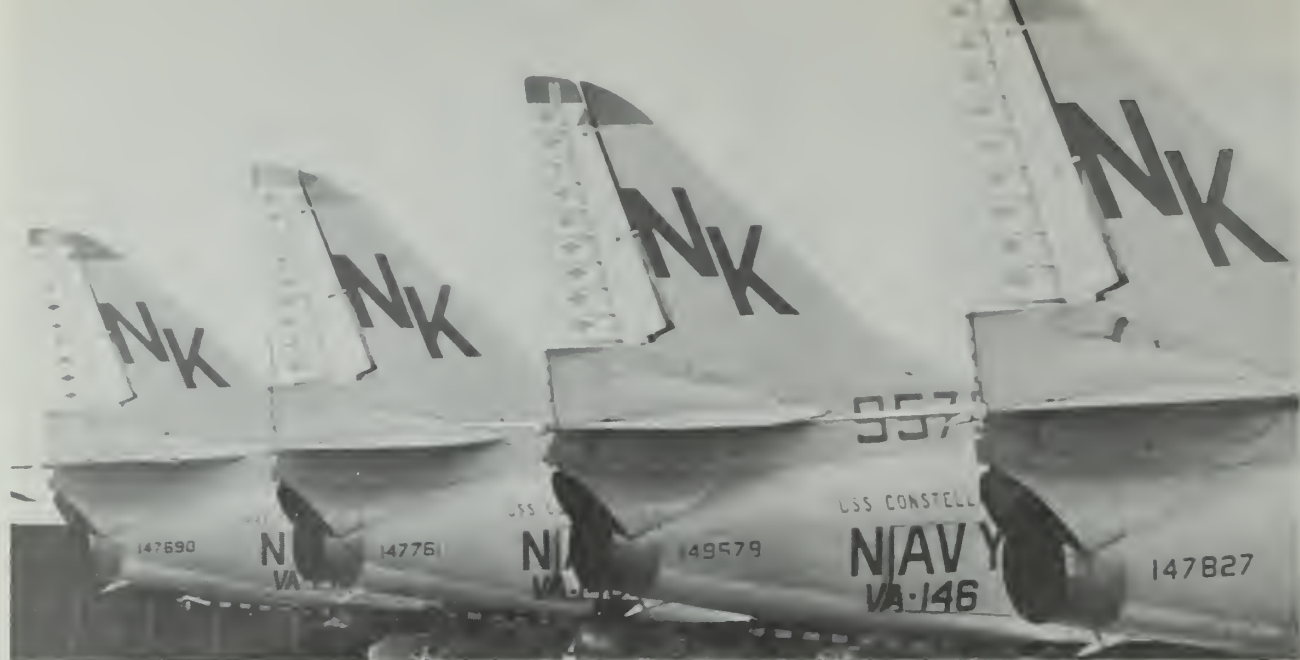


in Depth

American advisor to Vietnamese Junk Force unit gets acquainted with children in village. Cinematographer Roy Gilbertson, USN, films the moment to add sidelight interest to MedCap visit. (2) In Ben Cat hamlet, South Vietnam, Navy cine-soundman Dick Read records music and song of Vietnamese Cultural Team while cameraman records the event. (3) Navy cinematographer Roy Gilbertson shoots motion pictures in South Vietnam for American TV viewers. (4) U. S. Army troops leave Riverine landing craft in enemy-held area of Mekong Delta. Facing boat at far right, LT Vincent Madonia fills in as cameraman to film troop landing from shore view. (5) Leader of Cultural Team in hamlet undergoing revolutionary development performs magic tricks to gather crowd of on-lookers. Songs, dances, and comedy skits also encourage feeling of national pride and point up the fallacies of Viet Cong propaganda. The Navy MoPic Team portrays many nation-building efforts for U. S. TV viewers. (6) Vietnamese Junk Force lands on muddy Mekong riverbank near village. Cinematographer George Husted shoots establishing scene for news film of MedCap visit.

—Tom Zell, JO1, USN





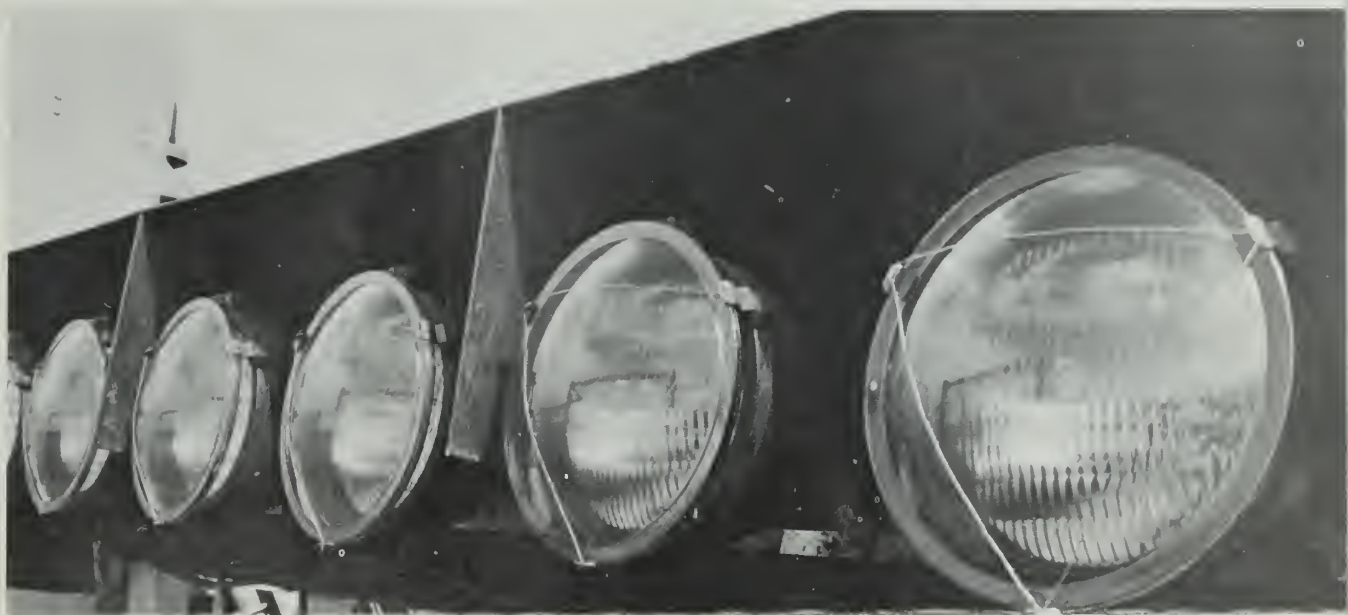
USS Constellation: Carrier



FOR THE OFFICERS and men of the attack aircraft carrier *USS Constellation* (CVA) 64) on station off North Vietnam, air strike operations against North Vietnam are an everyday pattern of existence.

Operating on the line in the Gulf of Tonkin, men and machines are intertwined to form a smooth-running pattern of aircraft launches and recoveries . . . a never-ending cycle in the Navy's air war over North Vietnam.



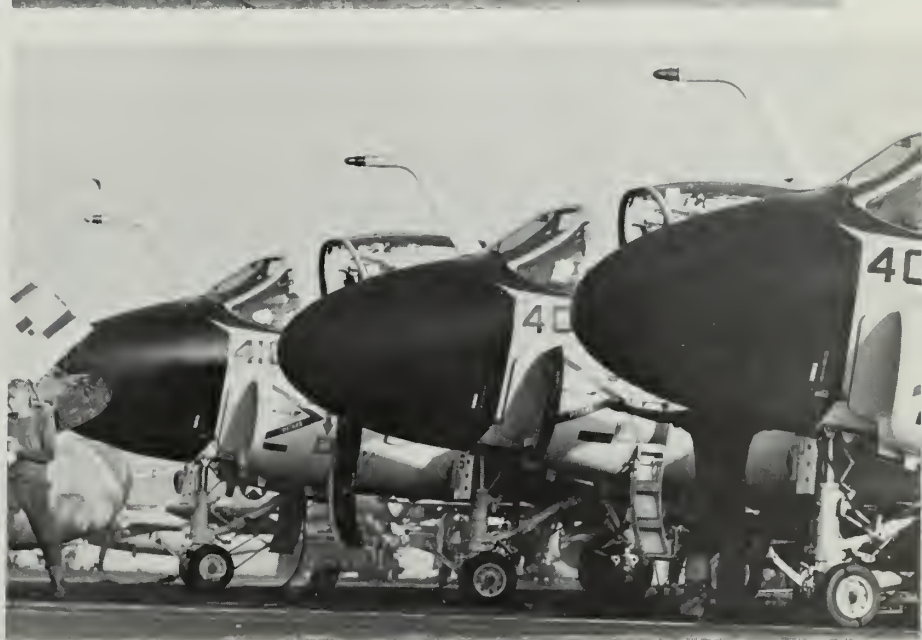
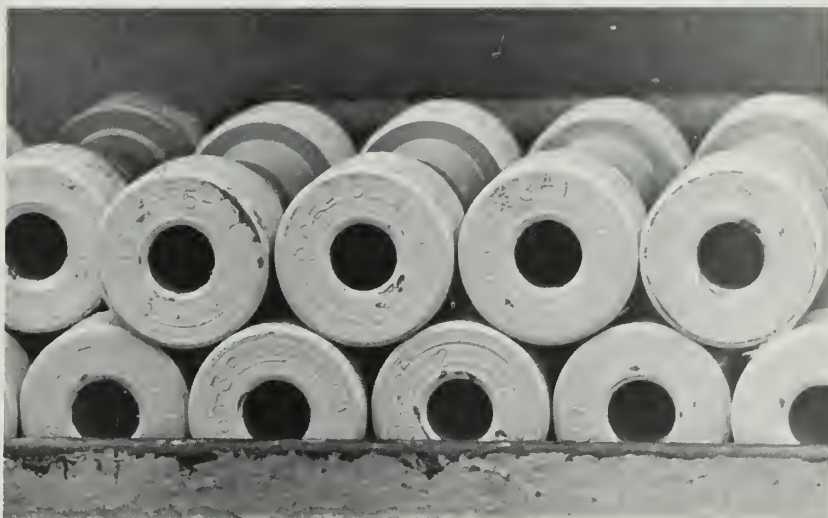


Patterns

The tools of war that pervade the atmosphere of *Constellation* often make patterns of their own. These patterns tend to escape the naked eye because they are a natural and integral part of carrier combat operations.

Isolated from their surroundings by the camera, they form patterns and designs of their own, creating a touch of beauty in the cold, gray reality of war.

—Photos and story
by Jack Reeves, JO3, USN





U. S. NAVY advisors PO1 Jerry Crow and CPO Edgar E. Luke instruct students in typing and diesel engine repair.

Naval Academy, Vietnam

SOUTH VIETNAM's fast-growing Navy, numbering more than 600 craft and almost 16,000 men, gets most of its trained officers and enlisted technicians from the Vietnamese Naval Training Center at Nha Trang.

Located on the quiet shores of the Bay of Nha Trang, the Training Center includes the Vietnamese Naval Academy and 14 Class "A" schools for enlisted trainees. The Center has the responsibility of producing those line and engineering officers, as well as specialized enlisted technicians and seamen, who will keep the Vietnamese Navy in constant combat readiness.

A team of U. S. Navymen, three officers and four enlisted men, advises the Vietnamese instructors.

The 264 midshipmen presently in

training at the Academy have but a single ambition—to become commissioned officers through 18 to 24 months of rigorous mental and physical preparation.

At the same time, 506 enlisted trainees in Class "A" schools are acquiring a variety of technical skills fitting them to serve in fleet ships and jobs ashore.

At the Naval Academy, classes have steadily grown since the first eight midshipmen were graduated in 1952, and now number approximately 130 men each, with two classes being conducted concurrently.

Graduating midshipmen receive a Reserve commission and are obligated to five years of naval service. The top 40 or 50 of each graduating class join elements of the U. S. Seventh Fleet in WestPac for train-

ing cruises. Still others are sent to the U. S. to qualify as Academy instructors.

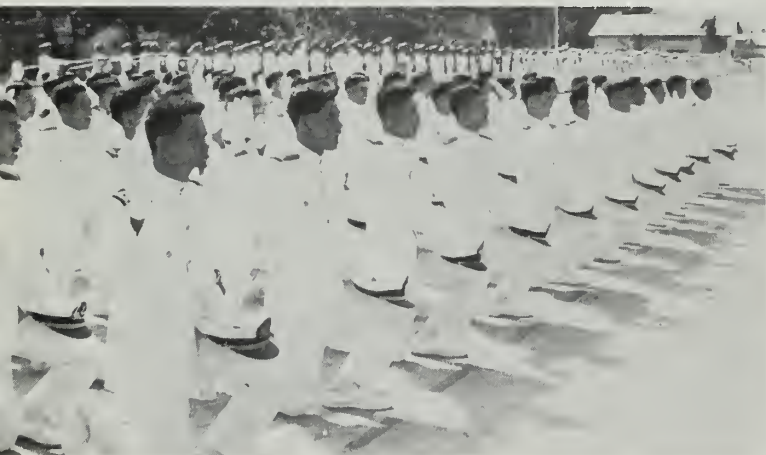
The 14 Class "A" schools at the Training Center, ranging in length from 16 to 24 weeks, offer enlisted men technical training in such skills as radar, communications and gunnery.

Since 1952, more than 9000 enlisted men have graduated from the Class "A" schools. On completion of training, each graduating student is promoted in his specialty to the rank of seaman.

Selected students in nine ratings are then sent for more advanced training to Class "B" school, located in Saigon, where courses last 20 weeks.

Story by Ray Tills, JO2, USN
Photos by B. Wendell, PH2, USN

VIET NAVAL Academy midshipmen take commissioning oath at graduation and study notes at academy entrance.



LETTERS TO THE EDITOR

Dependents in Japan

SIR: I am going to Vietnam soon, and I would like to send my wife and son to Japan to live with my in-laws. My wife is a naturalized U. S. citizen. Must I get permission from the Navy for my family to go to Japan?

Also, will my wife be able to use the services provided by the Navy in Japan, such as commissaries and exchanges?

I presume the Navy will not pay for her transportation, but will she be entitled to dislocation allowance?—T. S., QMC, USN.

• You do not need permission from the Navy, but you do need the approval of the Japanese government. Your family will not be eligible to enter Japan in a dependents' status, and therefore will have to comply with applicable Japanese customs and immigration requirements. They will have to apply for a tourist passport and a visa.

Unfortunately, none of the Navy's services—except medical care on a space available basis—will be available to your family. Due to our country's Status of Forces agreements with Japan, your dependents will not be allowed to use the commissary store, the exchange, or other privileges. Your son may attend the dependents' school, but there will be a tuition charge of \$2.60 per day.

You will have to pay your family's fare to Japan. You are entitled to travel allowances on behalf of your dependents, however, on a not-to-exceed basis of the allowances accruing from your ship's home port and your family's point of departure from the U. S. You are also entitled to the dislocation allowance

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

after their travel has been completed.

Dependents should arrive in Japan with a completed Application for Uniformed Services Identification Privilege Card (DD-1172) in their possession. The procurement of the New Limiting Card (DD-1173) should be accomplished immediately upon arrival of the dependents in Japan.

The above procedures will assist COMNAVFORJAPAN in ensuring that the provisions of the Status of Forces Agreement (United States-Japan) regarding the logistic support authorized dependents of members of U. S. Armed Forces are complied with by those dependents in Japan unaccompanied by their sponsor.—Ed.

Warrant Conning Officer

SIR: The Blue crew of USS George Bancroft (SSBN 643) herewith lays claim to having had aboard a man who may well be the Navy's only warrant officer (W-1) to qualify as an FBM submarine conning officer.

Newly appointed warrant officer Thomas E. Brayman, USN, qualified as a Bancroft conning officer during a patrol late last year. He has since been transferred, but our crew still talks

about his initiative and drive to meet the strict SSBN conning officer qualifications.—D. W. B., YN1 (SS), USN.

• In order to qualify as conning officer, a submariner must first convince his commanding officer that he is a qualified officer of the deck for both surface and submerged operations. This calls for thorough knowledge of the ship and considerable experience in an OOD/junior OOD capacity.

A junior warrant officer who qualified as OOD on board a Fleet ballistic missile submarine is something we hadn't heard about before. We have no way of knowing, at this point, exactly how many others there might be. Perhaps we'll hear from some.

In any event, we tip our hat to conning officer Brayman.—Ed.

Pro Pay for RMs

SIR: The Manpower Authorization requirements of this command lists billets for: one 1539, one 1544 and one 1547—all of which are codes for certain equipment technicians.

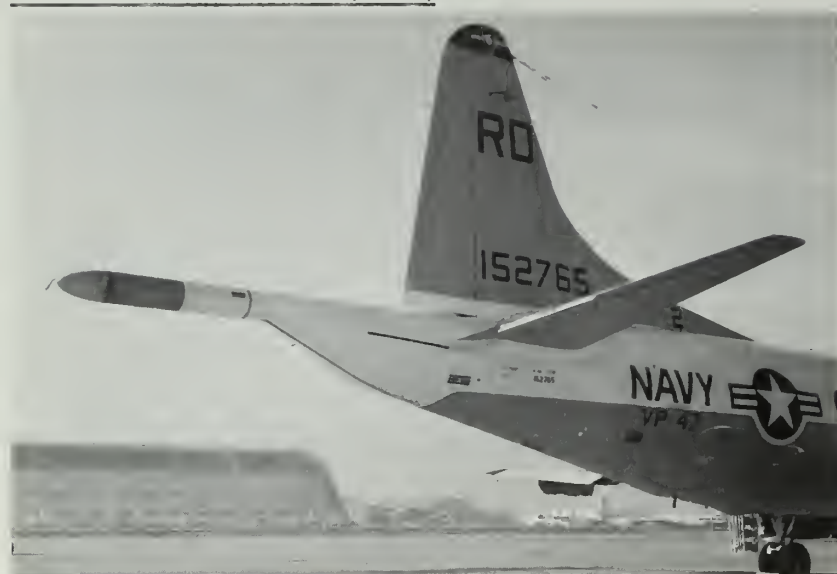
The problem is, however, there are actually four men on board with the 1539 NEC. Two are ETs and two are RMs. According to our BuPers Report 1080-14, one RM is assigned to the 1539 billet and the two ETs are filling the 1544 billet.

Now comes the sticky part: I understand that RMs carrying any one of the NECs I've mentioned are entitled to draw proficiency pay. Does this mean, then, that both RMs filling the same billet are authorized the extra pay? If not, why?—P. J. B., RM1, USN.

• If the command Manpower Authorization authorizes only one NEC

INTERNATIONAL AFFAIR—Italian frigate and USS Shangri-La are refueled by British oiler during NATO exercise.





BUSY STINGER—This Orion, based at NAS Moffett Field, shows its "stinger."

1544 billet, then only one individual with an NEC 1544 is eligible for the extra pay. Selection of the individual to fill the billet is determined by the command.

Although a man holds an NEC for which pro pay is authorized, he may not receive the pay unless the command has such a billet available and it is being filled by him. This ruling can be found in change six to BuPers Inst 1430.12.—Ed.

Tucker Was First

SIR: I was surprised to see an ALL HANDS article some time back stating that *uss Hamner* (DD 718) was the first ship to bombard Viet Cong coastal positions in Vietnam.

An earlier issue of ALL HANDS had carried a report which claimed that *uss Henry W. Tucker* (DD 875) was the first ship to fire a shore bombardment mission in Vietnam.

ALL HANDS reported in its earlier issue that *Tucker's* claim had been confirmed by the Naval Advisory Group of the Military Assistance Command, Vietnam. The date of *Tucker's* firing was 16 May 1965—four days before that of *Hamner's* on 20 May.

I would appreciate your resolving the conflict in claims so that the crew of *Tucker* can receive the recognition which is justly theirs.—J. W., CDR, USN.

• *uss Tucker* reported to us in 1966 that she was the first destroyer to fire naval gunfire support in Vietnam. As you say, this was confirmed by the Naval Advisory Group of the Military Assistance Command, Vietnam.

Some time later ALL HANDS published a report that *Hamner* was claimed to be the first ship to bombard Viet Cong coastal positions. This report came from

a Navy headquarters release, "Review of our Navy in Vietnam."

Following the counterclaims, we checked the events, as recorded in the ships' logs. Here's what the Correspondence and Services Branch had to say on the subject:

"The ship's deck log of *uss Henry W. Tucker* (DD 875) for 16 May 1965 does not show that this ship conducted any shore bombardment on that particular date; however, entries in the log for 15 May show that, on that date, *Tucker* did conduct firing of her port batteries while patrolling in area No. 6 off the coast of Vietnam and that she commenced firing to port at 0820 and ceased firing at 0833. The log does not indicate the circumstances which necessitated the aforementioned action, nor the type of action that she was engaged in at that time.

"The ship's deck log of *uss Hamner* (DD 718) shows that this ship conducted shore bombardment near the village of Trung Nghia, South Vietnam, on 20 May 1965."

Next we turned to the Director of Naval History who provided us with the following information:

"*Henry W. Tucker* (DD 875) was the first to conduct a bombardment mission on the coast of South Vietnam. Official reports, using Greenwich Mean Time, show this took place 16 May 1965. This would have been 15 May 1965, local time, as reported in the ship's deck log of *Henry W. Tucker*. This was an emergency call-fire mission.

"*Hamner* (DD 718) has the distinction of having conducted the first scheduled (pre-planned) bombardment of the coast of South Vietnam. This took place 20 May 1965."

This should be the definitive word on the records of *Tucker* and *Hamner*.—Ed.

The 18-Inch Ghost Guns

SIR: I believe that 18-inch guns never existed, but a friend of mine insists that they did. I base my stand on information I think I read in ALL HANDS some years ago. What saith ALL HANDS now?—R. M. Y., Sunnyvale, Calif.

• You may have placed yourself on the losing side because of your recollection of only a part of the intermittent discussion of 18-inch guns which has appeared in ALL HANDS for these many years.

The last (we think) such sea story appeared in the May 1964 issue, in which inquiry was made concerning the possibility of an 18-inch gun aboard *uss Vega* (AK 17) used for ballast. We also made reference to the legend that an 18-incher had been used for ballast aboard *uss Relief* (AH 1) (not true, we said) and to the 18-incher built as an experimental model and said to be at the Naval Proving Ground, Dahlgren, Va., back in 1947.

In short, with the possible exception of the Dahlgren version, we implied that there was no such critter in the U. S. Navy, nor had there been. It's a little difficult to establish the nonexistence of something—even as large as an 18-inch gun—and we didn't discuss at that time the 18-inch guns in the navies of other nations.

That's where you got fouled up. Your friend is correct. Two Japanese battleships, *Yamato* and *Musashi*, did carry 18-inch guns—18.1 inch guns, to be more precise.

The story of these ships began in the mid-1930s with a directive which, in effect, ordered the Japanese Navy to build the most powerful warships in the world.

Original plans called for three *Yamato*-class BBs with basic statistics as follows: length, 863 feet over-all; beam 127 feet; displacement, 72,809 tons (full load); trial speed, 27 knots; main batteries, nine 18.1-inch guns. Note that the guns were actually one-tenth of an inch larger than generally known.

Japan realized that her existing battleships were inferior in firepower to those of the United States. The *Yamato*-class BBs were to be the largest, most powerful ever built.

The interesting feature of the super-battleship was the 18-inch gun. (We have been advised that during WW I the British had built *usm Furious* with 18-inch guns, but these were later removed when she was converted to an aircraft carrier. Other than this, naval guns had not exceeded 16 inches.) *Yamato* and *Musashi* were each armed with nine of the weapons, six forward and three aft.

The third ship of the *Yamato* class was converted, while still under construction, to a large aircraft carrier

named Shinano. More on her later.

The 18-inch guns were capable of propelling 3220-pound projectiles more than 25 miles. They measured some six feet in length, and could be fired at 40 second intervals.

The two-inch difference in diameter between the 18- and 16-inch gun did not indicate realistically the specific differences in weight, size and technical problems. For example, the weight of a 16-inch projectile was approximately 2200 pounds. The 18-incher weighed 1000 pounds more. A triple-mount, 18-inch gun turret weighed in at 2774 tons—as much as a large destroyer.

The effects of the blast from an 18-inch gun brought about complications. In technical terms, two 16-inchers fired simultaneously produced a blast of 49.7 psi at a point 50 feet from the gun muzzles. The 18-inch guns produced a blast of some 99.6 psi at the same distance. It was noted that a blast pressure of only 4 psi was enough to destroy small boats slung nearby. A blast pressure of 16.5 psi could tear the clothing from gunners and knock them unconscious.

The blast pressures from Yamato's big guns called for special battery shields, and hangars for the ship's boats.

Yamato was believed to be the most heavily armored man-of-war ever built. The sides of her vital parts were protected by 16.4 inch armor plates capable of withstanding the force of an 18-inch projectile fired at more than 22,000 yards. Her deck armor could be penetrated only by a 2200-pound bomb dropped from a height of 11,000 feet or more.

The size and power of Yamato and Musashi were shrouded in secrecy until early 1944, when U. S. intelligence officers compiled enough information to realize their potential.

However, the wartime history of the super-BBs was essentially a story of absorbing punishment rather than dishing it out. Neither lasted five years, and each saw only limited action.

Yamato was placed in commission on 16 Dec 1941. Sketchy historical data does not account for her whereabouts during the next two years, but on 25 Dec 1943 she was hit by a torpedo from USS Skate (SS 305) and laid up for repairs. Skate's commanding officer knew he had hit a large ship, but it was too dark for accurate observation.

During the Battle for Leyte Gulf in October 1944, Yamato received three bomb hits near her number one turret, but damage was superficial and she was easily repaired.

In April 1945, Yamato was designated as the major unit of a task group ordered to disrupt U. S. landings at Okinawa. Other Japanese ships in the force were the light cruiser Yahagi and eight destroyers.



BATTLESHIP GUNS claimed to be largest ever used aboard ship are shown on Japanese Yamato during construction. The huge guns measured 18.1 inches.

At 1000 on 7 April, Yamato and other ships in the group made hazy radar contact with U. S. Navy carrier planes. The ships prepared for a battle that was to begin shortly after noon that day.

As Yamato increased speed, two large groups of U. S. aircraft swooped down through a broken cloud cover. Japanese screening ships began their usual circling tactics.

The first wave resulted in four bomb hits in the vicinity of Yamato's number three turret and two or three torpedo hits on her port side. Two bombs penetrated the flying and main decks and detonated above the armored deck. One of these bombs passed through the secondary fire control station and destroyed the after director of the secondary battery (triple-turret 6-inch guns).

During a second attack 40 minutes later, Yamato was hit by three torpedoes and possibly a fourth on her port side and one starboard. She began to list as much as 16 degrees to port.

A third attack meant additional punishment—and the end—for Yamato. Two or three torpedoes struck to port and one to starboard. The big BB's speed was cut to less than 10 knots, and only her starboard engine was still operative. A list to 18 degrees rapidly developed, and all power was lost at approximately 1400.

The list then increased at an alarming rate, and Yamato's commanding officer gave the order to abandon ship. She capsized before men could escape from below decks. As she reached an angle of 120 degrees, Yamato exploded

and disappeared from the surface.

The second 18-inch gun battleship, Musashi, was commissioned in August 1942. Her wartime service apparently was not too distinguished; little about her has been compiled by naval historians.

Musashi was reported to have been with the Japanese fleet in June 1944 during the Battle of the Philippine Sea.

In October 1944, she joined the Japanese Center Force of the Combined Fleet off Singapore and got underway for the Philippines. On 24 October, her formation was attacked by U. S. aircraft.

Musashi was hit on the starboard side by one torpedo but took on only three degrees of list and maintained a 22-knot speed.

An hour later, Musashi was attacked for the second time. Two bombs did considerable damage; the first, which was a dud, plunged through the fore-castle down and out through the port shell plating above the waterline. The second pierced two decks and detonated. The port inboard engine room filled with steam and was vacated.

Three more torpedo hits were reported, this time on the port side. The ship then began to list to port. Counter-flooding brought the battleship back to an even keel.

During a third attack about 30 minutes later, fragments from a near miss damaged the aircraft crane on Musashi's stern, and a torpedo hit forward, flooding several large storerooms.

Half an hour later, four bombs penetrated topside decks and exploded inside the ship. Four torpedoes were reported to have hit.

The waterline forward soon reached the main deck, and trim by the bow was so serious that Musashi dropped out of formation, reduced speed to 16 knots, and began to limp northward.

A fifth attack inflicted no damage, but by this time Musashi was forced to decrease speed. Her bow was almost under water.

The sixth and final attack on Musashi lasted only a few minutes. Ten bomb hits turned topside areas into shambles. Ten torpedoes zeroed in on her now-vulnerable armor. Her crew was ordered to abandon ship, and about an hour later Musashi lurched to port and slid under the surface.

Shinano, the third planned Yamato-class battleship, was converted during construction to a large aircraft carrier. The decision here was made after the Japanese lost four carriers in the 1942 Battle of Midway.

Commissioned on 18 Nov 1944, Shinano was comparable in dimensions and displacement to the United States Midway-class carriers.

Shinano's commissioned service was short-lived. During the early morning hours of 29 Nov 1944, she was tracked and attacked by USS Archerfish (SS 311). Firing from an ideal position, Archerfish launched six torpedoes; the first ripped into the carrier's after parts, sending a ball of fire climbing up her side. Another hit 50 yards forward of the first. Other hits were heard by the submariners, but not observed; at this point a Japanese DD was headed for the sub and forced her under.

Flooding of Shinano's port voids temporarily checked her list at 12 degrees, but by 0600 all power was lost. Two hours later Shinano began the transfer of her crew to Japanese de-

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS Lexington (CV 2)—The 15th reunion will be held 26 through 29 June at the Edgewater Hotel, Long Beach, Calif. Contact Walter D. Reed, 5608 Ocean View Drive, Oakland, Calif. 94618, for details.

• USS Franklin (CV 13)—A reunion will be held 6 and 7 April at New York City. Contact Richard Fulfarr, 2485 Falcon St., East Meadow, N. Y. 11554.

• USS Wichita (CA 45)—The fifth reunion will be held at Hotel Lassen, Wichita, Kan., 28 through 30 June. For information, contact J. A. Glass, 111 Dupre Ave., Norfolk, Va. 23503.

stroyers. Her list increased slowly. She then rolled over, and with her bottom up, Shinano slid underwater stern first. Approximately 475 men in her crew of 1900 were killed.

The loss of Yamato and Musashi, meanwhile, marked the end of the interesting and powerful 18-inch gun.

A few old 18-inch projectiles on display in Japan are believed to be the only ones in existence. None of the big gun barrels were preserved. It is believed that all were scrapped, except, of course, those aboard Yamato and Musashi which still lie at the bottom.

So that's the story—in part—of the 18-inch guns.—Ed.

Guyed or Not, It's Still Half-Mast

SIR: Doesn't half-mast mean halfway up the flagpole? At my station, the national ensign when flown at half-mast is only about three feet lower than the top of the flagstaff. The ensign appears to be considerably higher up the staff than it should be, if, indeed, half-mast means halfway. What's the experts' opinion?—B. C. G., PN2, USN.

• Not knowing the dimensions of your station's flag, nor the height and type of flagstaff, we have no idea whether three feet below the top of the pole is appropriately half-mast.

It sounds as though your station may have a flagstaff with crosstree or crossarm. Is this the case, the ensign when flown at half-mast should be positioned halfway between the peak of the staff and the point of attachment of the crosstree or crossarm. The ensign would be at half-mast, but would be closer to the top than to the bottom of the flagpole itself.

U. S. Naval Flags and Pennants (DNC 27A) describes the half-mast and half-staff positions of a flag or ensign as follows:

"For an unguyed, single piece flagstaff, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak and the foot of the flagstaff.

"For a guyed flagstaff or a flagstaff with a crosstree or crossarm, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak of the flagstaff and point of attachment of the guy cables or the position of the crosstree or crossarm."

Note that it's the top of the flag that reaches the halfway mark.—Ed.

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FIGHTING LADY—USS *Bunker Hill* (CV 17) shown above in 1944 portrait ran up quite a record in the Pacific. Below: Crewmembers fight fires topside and below after she had been hit twice within 30 seconds by kamikazes.



Your Uncle Helped Make History

SIR: What can you tell me about USS *Bunker Hill* (CV 17)? My uncle served in her during World War II and has been talking about her ever since.

Frankly, some of his stories sound pretty far out. On the other hand, I know some ships performed prodigious deeds during World War II.

If your account confirms even a quarter of my uncle's stories, *Bunker Hill* must have been quite a ship—R. L. H., PN2, USN.

• She was quite a ship. We can't know, of course, just what your uncle has told you, but he had plenty of raw material to work with. His carrier was so active it would be impossible for us to recount all her exploits, so we'll just try to fill in the main outlines. He can take it from there.

Bunker Hill first arrived on the battle scene when she participated in an air attack on Rabaul, New Britain, in November 1943. To help orient you youngsters, this was about 18 months after the crucial battle of Midway.

The tenor of *Bunker Hill's* World War II career was set at Rabaul, for a heavy toll was taken there in both Japanese planes and shipping.

After Rabaul, the carrier's activities continued to be so invariably successful that her history could be considered almost monotonous, for she, and the other ships with which she sailed, consistently inflicted heavy damage against the enemy.

At Tarawa, for example, she pounded the island's dugouts, gun emplacements and other shore installations, heavily damaging the enemy's air facilities and destroying many of his planes.

It was at Tarawa, on the night of 18 Nov 1943, when 16 enemy bombers attacked the invasion fleet. Of the 16,

Bunker Hill's anti-aircraft gunners downed six.

Bunker Hill was not only an active ship, but also she was comparatively lucky, too. She usually damaged the enemy badly without sustaining appreciable damage to herself.

In December 1943, for example, after damaging enemy shipping at Nauru in the Gilberts, *Bunker Hill* and other task force ships wreaked havoc on harbor shipping at Kavieng, New Ireland, yet withdrew unscathed.

Additional Japanese shipping entered Kavieng Harbor the last week in December and a second strike was planned for New Year's day. For the enemy, it wasn't a happy holiday—between 20 and 30 of his aircraft were shot down that day.

Bunker Hill's story rolls on in the same vein—massed Japanese bombers destroyed on the runways at Eniwetok Atoll; installations smashed and ships sunk at Truk (including the Japanese light cruiser *Naka*); waves of several hundred enemy planes attacking the U. S. task force driven off with great damage to the Japanese.

When *Bunker Hill* was pursuing the Japanese First Mobile Fleet on 20 Jun 1944, she scored hits on an enemy battleship and helped sink a carrier. One of *Bunker Hill's* torpedoes also damaged a Japanese destroyer.

By the spring of 1945, targets in the Pacific were becoming relatively scarce, but *Bunker Hill's* planes still helped to sink a Japanese battleship on 17 April as well as the light cruiser *Yahagi* and four destroyers. Two other destroyers were left in flames.

In May, *Bunker Hill's* flight deck was crashed by a Japanese Zeke. A *Judy* followed and released a 500-pound bomb. The resultant fires and explo-

sions caused many casualties to the crew and extensive damage to the carrier. She then proceeded via Pearl Harbor to Puget Sound for repairs and overhaul.

After the war, *Bunker Hill's* battle score was totaled. It was found that she had destroyed 430 planes in the air; 230 on the ground and sunk 140,803 tons of enemy shipping.

The deeds of the ship and her crew were recognized by the award of a Presidential Unit Citation for extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the South, Central and Western Pacific from 11 Nov 1943 to 11 May 1945.

It might also be noted that *Bunker Hill* earned 11 battle stars on the Asiatic-Pacific Area Campaign Medal.

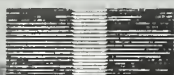
If this hasn't vindicated your uncle's veracity, you might consider that we haven't even touched upon happenings at Tinian, Woleai, New Guinea, Saipan, Pagan, Guam, Iwo Jima, Haha Jima, Chichi Shima, Palau, the Philippines, Leyte, Okinawa, Formosa, Cebu, Saipan and possibly some other places upon which *Bunker Hill's* crew laid eyes. We think, however, that you can understand how your uncle has been able to spin sea stories about his ship for so these many years.

By way of epilogue, we might say that *Bunker Hill* later served the Navy as an auxiliary aircraft transport and was identified by the hull number AVT 17.

On 9 Jan 1947, *Bunker Hill* was placed out of commission in reserve, attached to the U. S. Pacific Reserve Fleet.

Her long and honorable career ended on 1 Nov 1966 at which time she was stricken from the Navy list.—ED.

HEROES and LEADERS



NAVY CROSS

"For extraordinary heroism . . ."

★ PRENDERGAST, Francis S., Lieutenant (jg), USNR, as a flight officer serving with a reconnaissance attack squadron on a combat mission over North Vietnam on 9 Mar 1967. After being shot down and captured by enemy soldiers, he assessed his situation and cunningly conserved his strength for a dramatic escape. He succeeded in eluding his captors and was then rescued by a helicopter.

★ SPEER, Paul H., Commander, USN, as a pilot in a fighter squadron on 19 May 1967. He led a flight of six F4 aircraft on a mission with two A4 aircraft during a strike against a thermal power plant in North Vietnam. Commander Speer maintained flight discipline and integrity in his group despite intense surface-to-air missile, anti-aircraft and MIG attack. The A4 aircraft, which his group was escorting, scored direct hits on the assigned target. He downed a MIG, and members of his flight downed two other aircraft while seriously damaging another when MIGs attacked the A4s during retirement from the target.



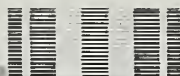
DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ ENSEY, Lot, Vice Admiral, USN, as Deputy Chief of Naval Operations (Logistics) from Aug 1964 through Aug 1967. During this period, he was responsible for supervising and monitoring all Navy logistics, worldwide.

★ RIGGS, Cecil D., Rear Admiral, Medical Corps, USN, as Assistant Chief for planning and logistics, Bureau of Medicine and Surgery, from Jul 1963 to May 1967, and while serving simultaneously as Inspector General, Medical, until 4 Mar 1966.

★ STROH, Robert J., Vice Admiral, USN, as Deputy Director, Strategic Target Planning, from 25 Jul 1963 to 25 Sep 1967. Vice Admiral Stroh was responsible for exercising direct supervision over the activities of the Joint Strategic Target Planning Staff.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BOS, Roger C., Commander, USN, while serving with an attack aircraft squadron during

a strike against the Haiphong Thermal Power Plant (West). As strike leader for 27 aircraft, Commander Bos displayed outstanding professional competence as he modified the flight plan while nearing the target to enable the flight to maintain flight integrity and successfully attack the target.

★ COLES, Alexander, Jr., Hospital Corpsman Third Class, USN, posthumously, as a corpsman with a platoon of Marines brought under a barrage of enemy small-arms fire on 23 Jan 1967. Petty Officer Coles moved into an open rice paddy to treat several seriously wounded Marines. While crawling to the aid of a wounded man, he was fatally wounded by enemy gunfire.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BEARDSLEY, Henry L., Rear Admiral, Supply Corps, USN, posthumously, from 22 Sep 1965 to 8 Apr 1967 as Director of Financial Services in the Office of the Comptroller of the Navy.

★ BOYDSTUN, Howard J., Captain, USN, from Jul 1965 to Jul 1967 as Commanding Officer, U.S. Naval Air Station, Lemoore, Calif.

Gold star in lieu of second award

★ BRANDLEY, Frank A., Rear Admiral, USN, from Dec 1965 to Aug 1967 as Commandant, 11th Naval District and commander, Naval Base, San Diego, Calif.

★ BRANDOW, Henry W., Captain, Supply Corps, USN, while assigned to field command, Defense Atomic Support Agency, Sandia Base, Albuquerque, N.M., from 24 May 1963 to 1 Aug 1967.

★ BURKLE, Joseph S., Captain, Medical Corps, USN, while assigned to the Defense Atomic Support Agency, Washington, D.C., from 7 Aug 1965 to 31 Aug 1967 as Deputy Director (Operations and Administration), Armed Forces Radiobiology Institute and later as director, AFRI.

★ CALDWELL, Henry H., Rear Admiral, USN, from 30 Sep 1965 to 31 Oct 1967 as Commander Fleet Air, Jacksonville. During this period he was task group commander in major training exercises CLOVE HITCH, LANTFLEX and MINIBEX series, and also commander of orange forces during joint NATO exercise LASHOUT.

★ CHEFFEY, John H., Captain, Medical Corps, USN, while serving successively in the Bureau of Medicine and Surgery, on the Secretary of the Navy's Retention Task Force and in the office of the Deputy Assistant Secretary of Defense (health and medical) from Jul 1964 to Jul 1967.

Gold star in lieu of second award

★ CLARK, John E., Rear Admiral, USN, from Sep 1965 to Aug 1967 as Commandant, 12th

Naval District, and as commander of the Naval Base, San Francisco, Calif.

★ CLARK, Richard M., Captain, USN, as assistant for NATO affairs, European region, Office of the Assistant Secretary of Defense, International Security Affairs from 10 Jun 1964 to 12 Aug 1966.

Gold star in lieu of second award

★ COUSINS, Ralph W., Rear Admiral, USN, from Oct 1966 through Sep 1967 as Assistant Chief of Staff plans, headquarters, Commander in Chief Pacific, Camp H. M. Smith, Hawaii.

Gold star in lieu of second award

★ CRENSHAW, Russell S., Jr., Captain, USN, as military assistant to the Director of Defense Research and Engineering from Aug 1964 through Sep 1967.

★ DILLON, John G., Captain, Civil Engineer Corps, USN, as commanding officer of the Southeast Division, Naval Facilities Engineering Command from Nov 1965 through Sep 1967.

★ DUNCAN, Charles K., Vice Admiral, USN, as Commander Amphibious Force U.S. Atlantic Fleet from 15 Jun 1965 to 16 May 1967.

Gold star in lieu of second award

★ FERRALL, William E., Rear Admiral, USN, from 21 Jul 1964 through 30 Sep 1967 as Commandant 13th Naval District and Commander Northern Sector, Western Sea Frontier.

★ GAYLER, Noel A. M., Rear Admiral, USN, as Director, Development Programs Division and Assistant Deputy Chief of Naval Operations (Development) from Sep 1963 to Sep 1967.

★ GORDER, Merle H., Commander, USN, as operations officer for Commander Task Group 77.4, Commander Task Group 77.7 and Commander Carrier Division Three from 14 Oct 1966 to 14 Apr 1967.

★ GRIMSLEY, Geleter, Captain, Supply Corps, USN, from Jul 1965 through Jun 1967 while serving on the staff, Commander Service Force, U.S. Pacific Fleet as budget officer during the buildup of forces in Southeast Asia.

★ HAGERMAN, George M., Captain, USN, as Assistant Chief of Staff, J-5, United Nations Command, and as Assistant Chief of Staff, United States Forces, Korea, from Mar 1965 to Jul 1967.

★ HETLER, John C., Captain, Supply Corps, USN, as Chief, Programs and Policy Division and Deputy Assistant Director, Plans, Programs and Systems, Headquarters Defense Supply Agency, from Jan 1962 to Oct 1967.

★ LOWE, Grady H., Captain, USN, while serving successively as officer in charge, Pasadena; Commander, Naval Ordnance Test Station; Commander, Naval Undersea Warfare Center; and Commander, Naval Weapons Center, from 2 Aug 1963 to 15 Sep 1967.

Gold star in lieu of second award

★ LUKER, George R., Rear Admiral, USN, from Aug 1966 to Jun 1967 as Commandant Third

Naval District at which time the First and Third Naval Districts were consolidated.

Gold star in lieu of second award

★ McCORMICK, William M., Rear Admiral, USN, as the Special Assistant for Arms Control, Joint Staff, Organization of the Joint Chiefs of Staff, from Jul 1965 through Jun 1967.

★ McDONALD, David L., Admiral, USN, from Aug 1963 through Jul 1967 as a member of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ McELWAIN, Harry W., Captain, USN, as Deputy Assistant Chief of Staff for Intelligence, staff, Commander in Chief Pacific from Jul 1964 to Jul 1967.

★ MEIER, Louis L., Jr., Captain, USN, as Military Assistant (Legislative and Legal) to the Chairman, Joint Chiefs of Staff, from Jul 1965 to Jul 1967.

Gold star in lieu of second award

★ MILLER, Henry L., Rear Admiral, USN, as Commander Attack Carrier Striking Force Seventh Fleet (CTF 77), from 24 Sep 1964 to 17 Mar 1965. The combat distinguishing device is authorized.

★ MORTON, William W., Captain, USN, as the head of Data Processing, Management and Analysis Section, Aviation Programs Division, Office of the Deputy Chief of Naval Operations (Air).

★ MUSIAL, Fred A., Commander, USN, as electronic warfare officer, Communications-Electronics Support Branch, Communications and Electronics Division, Headquarters Pacific Command, from Jul 1963 through Jun 1967.

★ NAYLOR, Jesse A., Captain, USN, from 6 Sep 1962 to 15 Jul 1965 while serving in the Defense Intelligence Agency.

★ NUESSE, Francis E., Rear Admiral, USN, as Commander Fleet Air Norfolk, from 3 Mar 1966 to 1 Apr 1967. During this period, he was responsible for shore-based training and operations of three attack carrier air wings, two carrier antisubmarine air groups and a carrier airborne early warning wing.

★ OSBORNE, David P., Captain, Medical Corps, USN, as Chief of Surgery, U.S. Naval Hospital, National Naval Medical Center, Bethesda, Maryland, from Mar 1960 to Nov 1966, the latter five months of which time he also functioned as the Director of Clinical Services to the Commanding Officer of the Hospital; and for continuing as the Director of Clinical Services and Coordinator of the Department of Surgery from Nov 1966 to Jul 1967.

★ PATTERSON, William H., Captain, USN, as Chief, Plans Branch, Transportation Division, J-4, and as Chief, Plans Division, Office of the Special Assistant to the Joint Chiefs of Staff for Strategic Mobility from Jul 1964 to Apr 1967.

★ PINNEY, Frank L., Jr., Rear Admiral, USN, as Deputy Chief of Naval Material (Development) and Chief of Naval Development, from Jun 1965 to Jun 1967.

★ REINHART, George R., III, Captain, USN, as Assistant Chief of Staff for Plans on the staff of Commander in Chief Atlantic, from Jan 1966 to Jun 1967.

★ RYDEEN, Francis C., Captain, USN, as Chief



BRONZE STAR WINNER—RM2 Robert L. Keim is presented the Bronze Star with combat "V" by Rear Admiral Robert W. McNitt. Keim won the award for heroic action while serving with Patrol Craft Fast Division 103 in Vietnam.

of Staff and Aide to Commander Service Force, U.S. Pacific Fleet, from Jun 1964 through Jun 1967.

★ SANDERS, Viola B., Captain, USN, while serving as Deputy Assistant Chief of Naval Personnel for women from Feb 1958 to Oct 1961, and as Assistant Chief of Naval Personnel for women from Sep 1962 to Aug 1966.

★ SHARRATT, George S. H., Jr., Captain, USN, as Fleet Legal Officer on the staff of Commander in Chief Atlantic from 7 Jul 1963 to 26 Jun 1967.

★ SHERWOOD, Stephen, Rear Admiral, Supply Corps, USN, as Deputy Chief of the Bureau of Supplies and Accounts and as Vice Commander, Naval Supply Systems Command, from Jun 1965 to Jun 1967.

★ SHIFLEY, Ralph L., Rear Admiral, USN, as Vice Chief of Naval Material from Jun 1963 to Aug 1967.

★ SIMMONS, Charles T., Jr., USN, as Air Tactical Data Systems Computer Program Project Officer from Jul 1965 to May 1967.

★ SMITH, John V., Rear Admiral, USN, as Assistant Director, Strategic Plans and Policy Division in the office of the Chief of Naval Operations from 21 Jul to 2 Dec 1965; as Director, Strategic Plans and Policy Division from 3 Dec 1965 to 30 Nov 1966; and as Assistant Deputy Chief of Naval Operations (Plans and Policy) from 1 Dec 1966 to 1 Oct 1967.

★ SONENSHEIN, Nathan, Rear Admiral, USN, as the Program Coordinator and Project Manager, Fast Deployment Logistic Ship Project, from 18 Oct 1965 to 1 Aug 1967.

★ STOKES, Griffith P., Captain, USN, as Deputy Assistant Chief of Staff for Plans, Headquarters, U. S. Military Assistance Command, Vietnam, from 10 May 1966 to 9 May 1967.

★ STROUD, George W., Captain, USN, as Assistant Chief of Staff for Operations and Plans on the staff of Commander Amphibious Force, U.S. Seventh Fleet, from 13 May 1965 to 4 Sep 1966.

★ SUTHERLAND, William A., Jr., Rear Admiral, USN, as Commander Fleet Air Hawaii, Commander Naval Air Bases, 14th Naval District, Commander Barrier Forces Pacific and Commander Hawaiian Sea Frontier, from Jul 1964 to Oct 1967.

★ SWEENEY, William E., Rear Admiral, USN, as Project Manager, F-111B Phoenix, Naval Material Command, from Mar 1965 to Sep 1967.

Gold star in lieu of second award

★ TAYLOR, John M., Rear Admiral, USN, as Commander Western Sea Frontier from May 1964 through May 1967, and while assigned additional duty as Commandant 12th Naval District and Commander Naval Base, San Francisco until 9 Sep 1965; Commander Naval Defense Forces, Eastern Pacific until 20 Sep 1966; and Commander Pacific Reserve Fleet until 1 Oct 1966.

★ TOLSON, Walter E., Captain, Supply Corps, USN, as Director, Defense Contract Administration Services Region, Detroit, Mich., from Oct 1965 to May 1967.

★ UNDERHILL, Edward G., Captain, Civil Engineer Corps, USN, as Chief of Staff, Commander Naval Construction Battalions, Pacific, from Dec 1963 to Apr 1967.



CITED FOR HEROISM—John W. Larimer, Jr., MM1, receives citation and Navy and Marine Corps Medal for rescuing shipmate washed overboard in Atlantic.

★ **WADLEIGH**, John R., Rear Admiral, USN, as Assistant Deputy Director, Defense Communications Agency from Jul 1965 to Nov 1966, and as Assistant Deputy Director for Defense Communications Systems Operations from Nov 1966 to Sep 1967.

★ **WHEELER**, Kenneth R., Rear Admiral, Supply Corps, USN, as Fleet and Service Force Supply Officer, as Director, Commander in Chief U.S. Atlantic Fleet Resource Management Planning Group and as the Deputy Chief of Staff for Logistics and Management, on the staff of Commander in Chief, U.S. Atlantic Fleet, from Jul 1965 to Jun 1967.

★ **WYMAN**, Charles L., Captain, USN, as Commander Task Group 142.9 from 14 Nov 1966 to 19 May 1967.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **BOSTON**, Leo, Commander, USN, while leading a 26-plane strike into the heavily defended area of Vinh, North Vietnam on 4 Apr 1966. Commander Boston, despite intense antiaircraft fire, inflicted serious damage to a naval base, a petroleum storage area and a marshalling yard and repair facility.

★ **FITZSIMMONS**, Eugene W., Lieutenant Commander, USN, on 23 Nov 1966 as a pilot in a fighter squadron, without benefit of any pre-flight briefing, volunteered to escort a photographic reconnaissance aircraft on a mission to cover two targets in the Haiphong complex. Despite heavy enemy artillery fire and surface-to-air missiles, he successfully escorted the photo plane to the safety of the Gulf of Tonkin.

Gold star in lieu of second award

★ **FITZSIMMONS**, Eugene W., Lieutenant Commander, USN, as a section leader in a flight of six F4B aircraft assigned as flak suppressors to

support a major, coordinated air-wing strike against the vital Ninh Binh railyards in North Vietnam, on 11 Nov 1966.

★ **JAMISON**, Joe R., Lieutenant, USNR, on 23 Sep 1965 during a coordinated strike on an airfield under construction in North Vietnam.

★ **LUKER**, Richard A., Lieutenant, USN, on 20 Apr 1967 as a wingman of a flak suppression division of A4C aircraft involved in a coordinated air-wing strike against the Haiphong Thermal Power Plant (East).

★ **MORISSETTE**, Clement J., Lieutenant Commander, USN, posthumously, from 5 Jul to 22 Oct 1966 as a pilot leading daily strikes against important targets in Southeast Asia.

★ **OLSEN**, William P., Lieutenant, USN, on 16 Nov 1965 as leader of the second section of a flight of four A4C aircraft in an attack against the Phong Bai highway bridge in North Vietnam.

★ **ROBERGE**, Francis D., Lieutenant Commander, USN, on 19 Jan 1967 as the leader of a division of A4E Skyhawks participating in a coordinated attack on the Dong Phong Thuong rail-

road and highway bridge complex in North Vietnam.

★ **WELCH**, Clyde R., Commander, USN, posthumously, as a pilot during operations over hostile North Vietnamese territory on 22 Oct 1966.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BINDER**, Rubin G., Seaman, USN, on 9 Jan 1967 while serving with a River Patrol Section on the Mekong River, he helped rescue five survivors of the dredge Jamaica Bay. After hearing tapping on the hull of the sinking dredge, Binder unhesitatingly plunged into the debris-clogged river to effect the rescue of the trapped man.

★ **CAPOZZI**, Robert, Chief Engineman, USN, during a military operation deep in enemy territory on 16 Aug 1966. Capozzi saw a shipmate fall over the side of an LCM and succumb to the current due to the weight of his battle dress. Despite the fact that he was also in battle dress, Chief Capozzi succeeded in rescuing his shipmate, a naval officer.

★ **CLARK**, John M., Aviation Boatswain's Mate Second Class, USN, in connection with a major shipboard fire while serving aboard USS Oriskany (CVA 34) during combat operations in Southeast Asia.

★ **GARNER**, Stanley W., Fireman Apprentice, USN, on 21 Jan 1967 on board USS Alamo (LSD 33) after observing a shipmate receive an electric shock from a portable drill. Garner pulled the electrical wires from their connection and administered mouth-to-mouth resuscitation until the arrival of medical personnel, helping to save his shipmate's life.

★ **McISAAC**, Neil E., Hospital Corpsman First Class, USN, following a collision between his ship USS Tombigbee and USS McMorris on 31 Jan 1967. McIsaac boarded McMorris and administered oxygen therapy to a crewman pinned in wreckage and suffocating from diesel oil fumes released as a result of the collision.

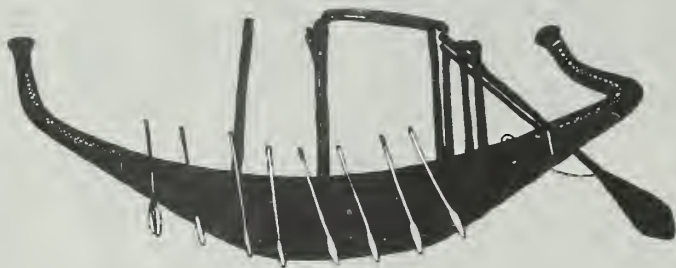
CHAPLAIN WINS BRONZE STAR—Robert R. Cunningham, LT, CHC, is presented the Bronze Star by ADM T. Moorer, CNO, at Naval Academy for rescuing several Marines from overturned boat while under fire on Thu Bon River.



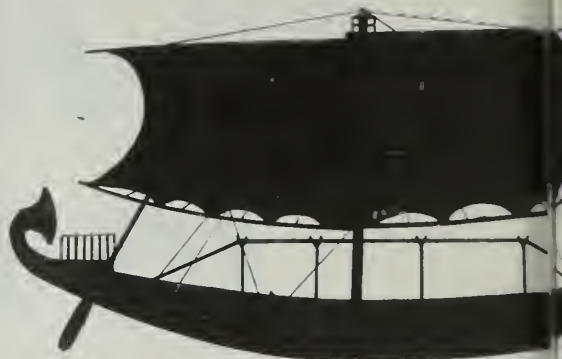
NAVY'S HERITAGE *in the* ARTS



FIGUREHEADS, SYMBOLS and DECORATION NAVY'S HERITAGE



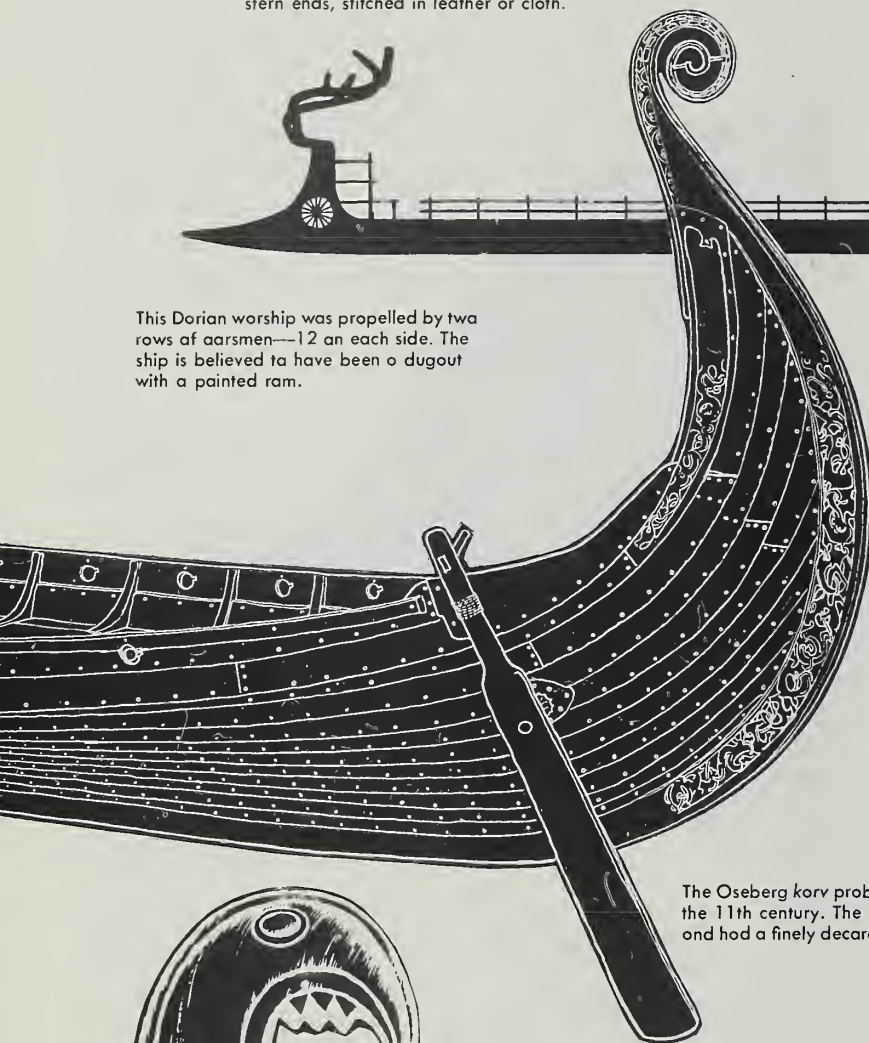
The Nile boats of 2000 B. C. are thought to have been made of papyrus. The craft shown had beautifully formed bow and stern ends, stitched in leather or cloth.



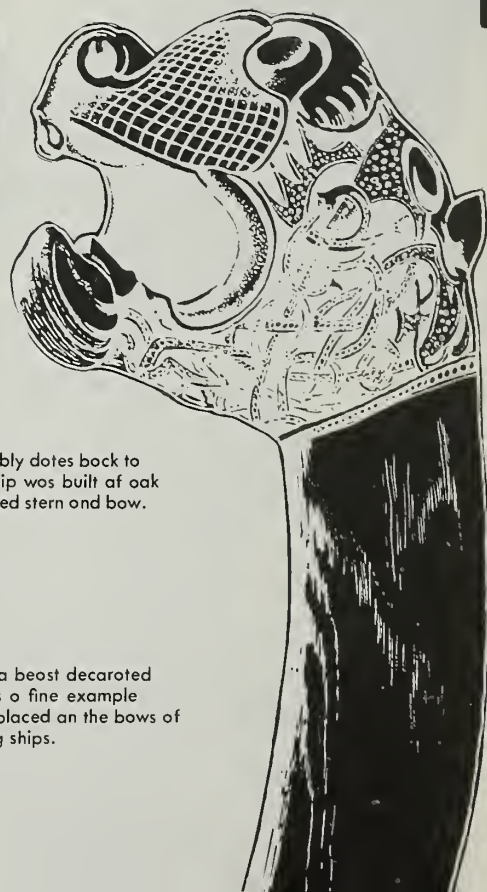
The warships of Ramses II to about 1200 B. C.



This Dorian warship was propelled by two rows of oarsmen—12 on each side. The ship is believed to have been a dugout with a painted ram.



The Oseberg korv probably dates back to the 11th century. The ship was built of oak and had a finely decorated stern and bow.



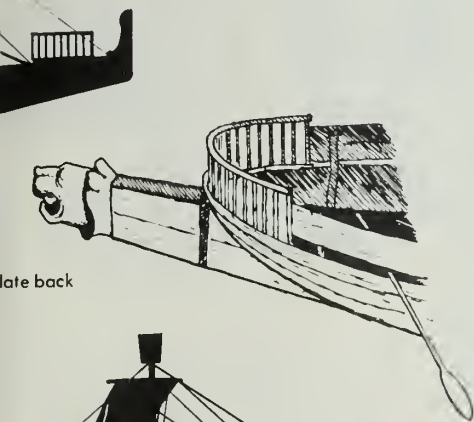
This head of a beast decorated a post, and is a fine example of the heads placed on the bows of Viking fighting ships.



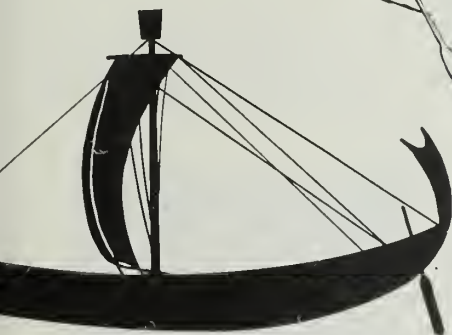
This dragon head is from a Viking ship.

ONS... in the ARTS

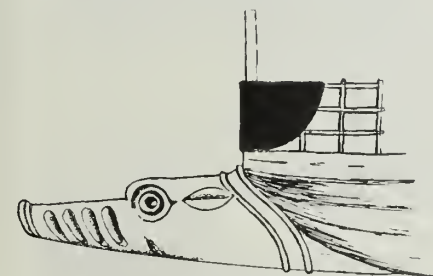
In 1500 B. C., Egypt had seagoing ships with a vertical prow and a curved aft ending in a lotus flower.



late back



Phoenician trading ships, about 700 B. C., may have looked like this.



The light and elegant Greek bireme of the sixth century B. C. had a carved ram.



The Greek bireme of the fourth century B. C. had a fishtail-like stern. The ram was an integral part of the hull.

The use of decorations on the prows or sterns of ships extends far back into the mists of antiquity. Of the long-past civilizations, the figure-head may first have come from ancient Egypt, or from India—or earlier—with an eye painted on each side of the prow. It was the belief that these eyes, or *oculi*, would help the ship find its way safely over the water. Today, these all-seeing eyes may still be found in small craft in the Far East and in the Mediterranean.

With the progress of time and the shift of beliefs, the reason for the use of the figurehead as decoration also changed. At one time, it paid homage to an idol, or was the idol itself. It later became a mythological symbol, a symbol of guidance, an emblem indicating nationality, or a figure to symbolize the ship's name.

In Egypt, by 1500 B. C., the prows or sterns were molded into graceful lotus flowers. As early as 1000 B. C., the stem and sternpost of Egyptian ships were carved into heads, then painted. Later, Roman vessels were to use the same form.

The ancient Egyptians, Phoenicians, Greeks and early Romans built the bow and stern stemposts so that they extended well above the hull, thus creating a focal point of interest well suited for decoration. However, when the ram type of prow was used as a weapon of war by both the early Romans and Phoenicians, the ram itself frequently was decorated instead of the stempost. The Romans later distinguished their merchant ships with graceful swans' heads which curved high above the sternpost.

The Oseberg Viking ship was probably a pleasure craft called a *karv*. Both bow and stern were richly carved, as shown in the illustration. The Vikings customarily placed the head of a serpent, a beast or a dragon at the bows of their fighting ships. The Viking longships, or *drakkars*, in which 40 or more oars provided the major propulsion, had a figure-head much like the one illustrated. The Vikings were noted for their raids against what is now the British Isles, the West Coast of Europe and, at their peak in about the 9th century A. D., the Mediterranean.

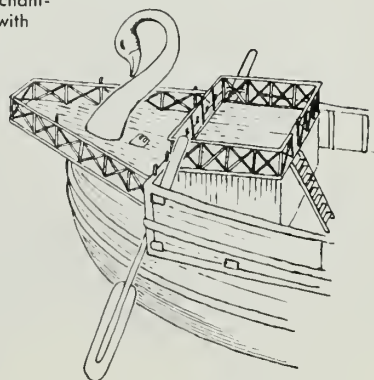
Perhaps the oldest recorded description of a Chinese junk was given by Marco Polo in the latter part of the 11th century. Again, we hear of the all-seeing eye. According to Polo, the Foochow junks were brightly painted with distemper to represent dragons and sea monsters.

In the late 1500s Flemish galleons were richly carved and gilded, as were many of the French and English ships of the following century.

Built during the reign of Charles I in 1637, the *Sovereign of the Seas* (or called the *Golden Devil* by the opponents of England) was an English man-of-war which was considered at the time to be the most richly decorated ship in the world. It may be that no ship has since surpassed it in decorative and fanciful carving. Its "figurehead" consisted of the entire fore quarter of the ship.

During the Elizabethan era that followed, the galleons had great carvings about the quarter galleries and around the stern, as well as on the bow.

In the third century A. D., Roman merchantmen sailed these broad, round ships with the sternpost shaped into a graceful swan's neck.



FIGUREHEADS, SYMBOLS and DECORATIONS...

As warships increased in effectiveness, so their austerity grew. At the time the United States Navy helped this country gain its independence, the bows of its ships still had figureheads.

In 1815, the U. S. Navy began the practice of adopting the names of states, such as Ohio, North Carolina, Delaware and Pennsylvania, for its ships, and the prows of these were simply decorated with bust figureheads.

Ten years later construction began on 10 sloops of war and, for the first time, no figureheads were contemplated. In their place were to be "billeheads"—scrolls or ornamental carvings.

Only the Clippers of the period from 1840 to 1850 marked a brief efflorescence of the art of the figurehead. Some of the famous Clippers again used the full-length figure but they were, in general, fitted much more snugly than those that had gone before. At this period, some of the carvings were of soldiers, generals, U. S. statesmen, Indian chiefs and maids, sea animals and serpents. Some of the well-known clipper figureheads of the period were the Minnehaha and Galatea.

The whaling ships actually belong to no specific period of history as do the clippers. Their functions were usually severely utilitarian and their decorations reflected this attitude. Busts or billets were usually to be found on their bows, although there were some, such as the Commodore Morris, which were excellent by any standards.

From the middle of the 19th century onward, the U. S. Navy used only billets, flat seals, insignia of cities and states, and eagles. By the end of the century, the original form was seldom used and, in 1909, the Secretary of the Navy ordered the removal of figureheads from all U. S. Navy ships.

One of the last figureheads to appear was the large eagle on USS Lancaster. One of the finest examples now known of figurehead carving, it had a wingspread of 18 feet, eight inches, and is attributed to John Bellamy, a wood carver of Kittery, Maine. Lancaster, originally built in 1858, had no figurehead at all during its early years. The eagle was installed in 1880 when the ship was being reconditioned.

Although the U. S. Navy managed to control its enthusiasm over figureheads for its men-of-war, the United States had many excellent wood carvers such as William Rush, Solomon Willard, Samuel McIntire, William Luke, Laban S. Beecher and Bellamy, creator of Lancaster's eagle. Some of these master carvers were also cabinetmakers or furniture makers as well as ship's carpenters.

The cost of a figurehead in the United States in 1816 ranged from \$700 for a bust of an outstanding statesman for a 74-gun vessel, to \$46 for the figurehead on the revenue cutter Eagle.

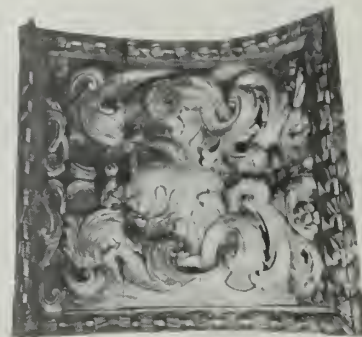
As we browse through the various marine museums, we find few examples today of the carved figureheads that once rested so majestically on the prows of so many ships.



Figurehead from an early American ship, probably carved by Samuel McIntire.

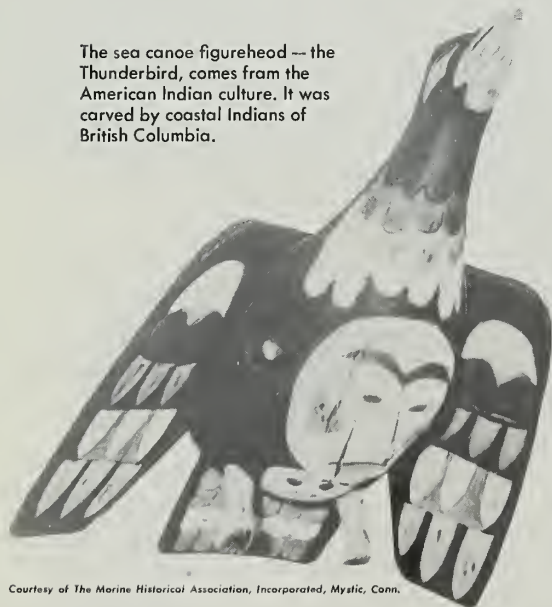
Courtesy of The Peabody Museum of Salem, Mass.

18th century part lid, used in the section of the stern where the porthole comes in at the curve of the stern galleries.



Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

The sea canoe figurehead — the Thunderbird, comes from the American Indian culture. It was carved by coastal Indians of British Columbia.



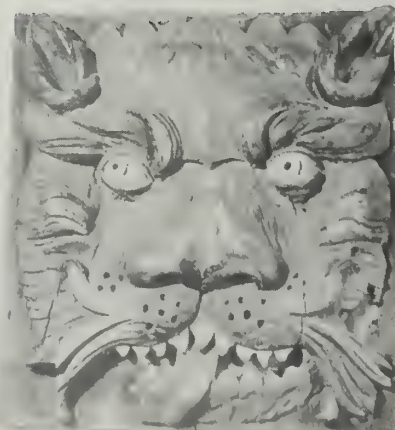
Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.



This 17th century lantern past, also known as a "jack past," probably supported a globe-type lantern on the stern.

Projecting over the rails at either bow of the sailing ship were heavy timbers for the purpose of haisting the anchors to the rails. These were called catheads and the decorations were often the faces of animals.



Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

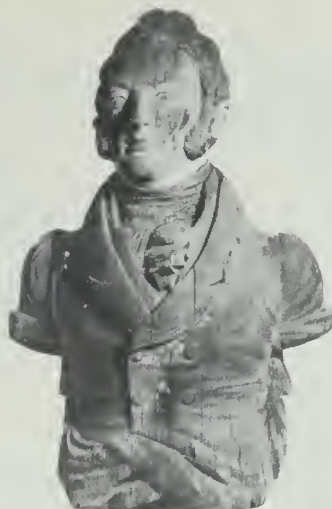
The second figure of Andrew Jackson, carved by J. D. and W. H. Fawle of Boston in 1846 replaced Beecher's figure and is about nine feet high.

Courtesy of U. S. Naval Academy Museum, Annapolis, Md.



Courtesy of Museum of the City of New York.

The figure Andrew Jackson, carved by Laban S. Beecher of Boston in 1834 for the frigate *Constitution*. This figure, measuring about 10 feet high, was decapitated shortly after installation.



Courtesy of The Mariners Museum, Newport News, Va.

From the early 19th century craftsman's shop came this portrait bust of Commodore Perry, slightly smaller than life.

Pictured is Tamanend, chief of the Delaware, carved by William Rush for the ship of the line *Delaware*. Tamanend, now cast in bronze, is located at the United States Naval Academy, where the midshipmen call the figurehead "Tecumseh." It is also sometimes called "Pawhatan."



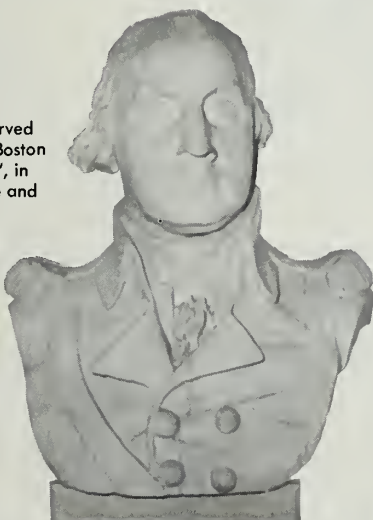
Courtesy of U. S. Naval Academy Museum, Annapolis, Md.

The ship *Galatea* was built in 1854. The figurehead is the goddess Galatea.



Courtesy of The Mariners Museum, Newport News, Va.

George Washington, carved by Saloman Willard of Boston for the *Washington* "74", in 1814. The figure is three and three-quarters feet high.

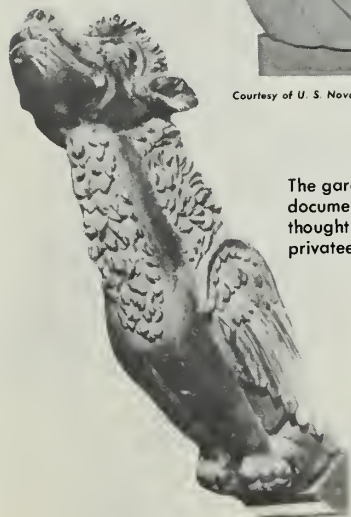


Courtesy of U. S. Naval Academy Museum, Annapolis, Md.



Courtesy of U. S. Naval Academy Museum, Annapolis, Md.

General Armstrong, of Revolutionary fame, from the ship *General Armstrong*.



The gargyle pictured has no documented history, but is thought to have been on a privateer of the War of 1812.

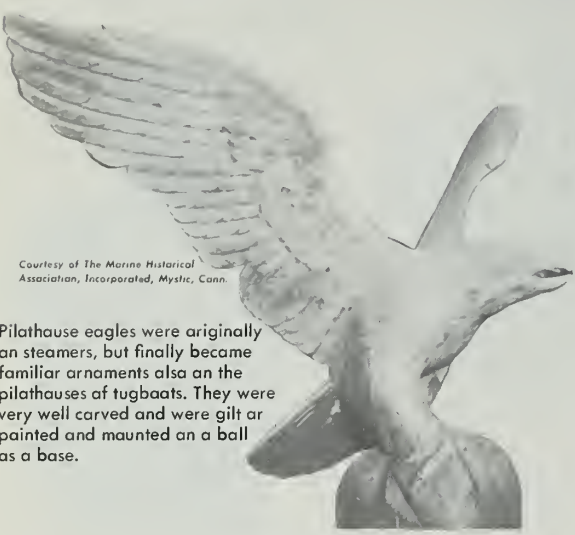
The *Great Republic*, launched in 1853, was the largest wooden ship ever built. The ship had a large eagle's head over five feet long and two feet, six inches high, carved by S. W. Gleason & Sons of Boston. At the time of the ship's rebuilding the head was replaced with a scroll.



Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

FIGUREHEADS, SYMBOLS and DECORATIONS...



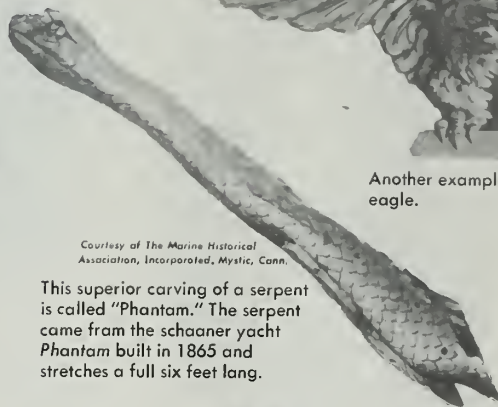
Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

Pilothouse eagles were originally on steamers, but finally became familiar ornaments also on the pilothouses of tugboats. They were very well carved and were gilt or painted and mounted on a ball as a base.



Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

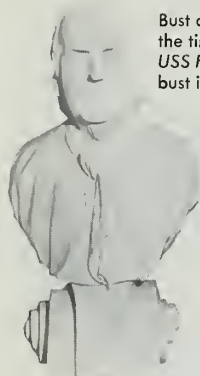
Another example of the pilothouse eagle.



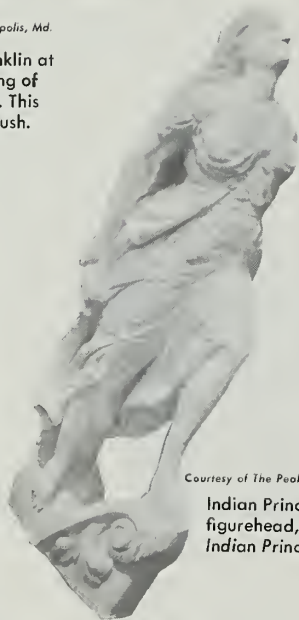
Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

This superior carving of a serpent is called "Phantom." The serpent came from the schooner yacht *Phantom* built in 1865 and stretches a full six feet long.

Courtesy of U. S. Naval Academy Museum, Annapolis, Md.



Bust of Benjamin Franklin at the time of the building of *USS Franklin* in 1815. This bust is attributed to Rush.



Courtesy of The Peabody Museum of Salem, Mass.

Indian Princess, an eight-foot figurehead, from the ship *Indian Princess*.



Courtesy of The Mariners Museum, Newport News, Va.

Cammadare Marris of New Bedford whaling barque *Cammadare Marris*.



Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

This figurehead of the golden lion was removed from the brig *HM Boxer*, possibly at its time of repair.



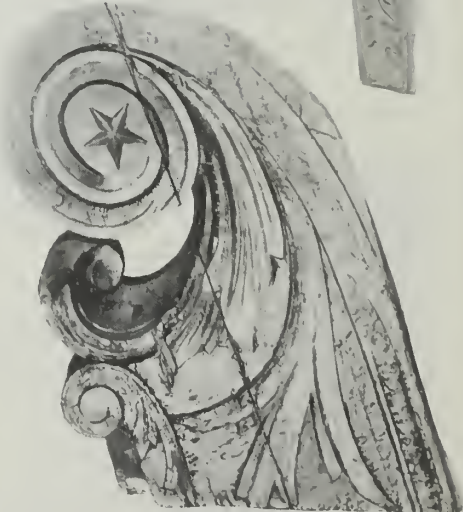
Courtesy of National Archives, Washington, D. C.

This billettehead is said to have decorated the frigate *Constitution* during the war of 1812.



Courtesy of National Archives, Washington, D. C.

Constitution's second billettehead had a handsome foliated carved pattern.



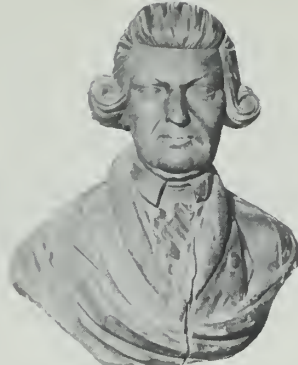
Courtesy of National Archives, Washington, D. C.

This is the billettehead of *Constitution* at the time of her reconstruction in 1907.



Courtesy of National Archives, Washington, D. C.

Gangway headboards from
USS St Louis.



Courtesy of The Marine Historical Association,
Incorporated, Mystic, Conn.

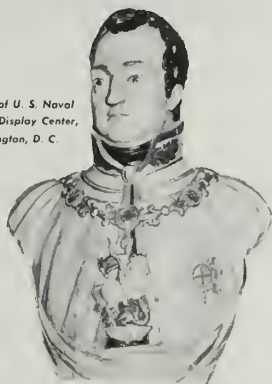
Alexander Hamilton and
Thomas Jefferson are
attributed to ships of those
names. Their origin, together
with the identity of the ships
they once graced, has been
lost in history.



Courtesy of Louisiana State Museum, New Orleans, La.

This gilt eagle, carved by Rush,
came from the sternboard of
USS Columbia.

Courtesy of U. S. Naval
Historical Display Center,
Washington, D. C.



This figurehead may represent
either the Prince Regent or
Duke of Wellington. The figure
came from an early 19th
century British ship.



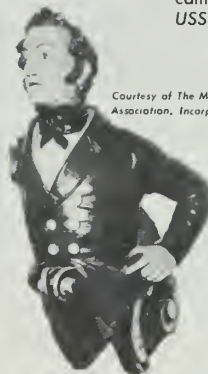
Courtesy of The Mariners
Museum, Newport News, Va.

USCGC Bear was purchased
twice for Admiral Byrd's
Antarctic expeditions, first in
1884 and again in 1933. This
figurehead of the bear was
removed before the second
expedition and presented to
the Mariners Museum.



Courtesy of The Marine Historical Association,
Incorporated, Mystic, Conn.

Inboard decoration panel from
USS Hartford.



Courtesy of The Marine Historical
Association, Incorporated, Mystic, Conn



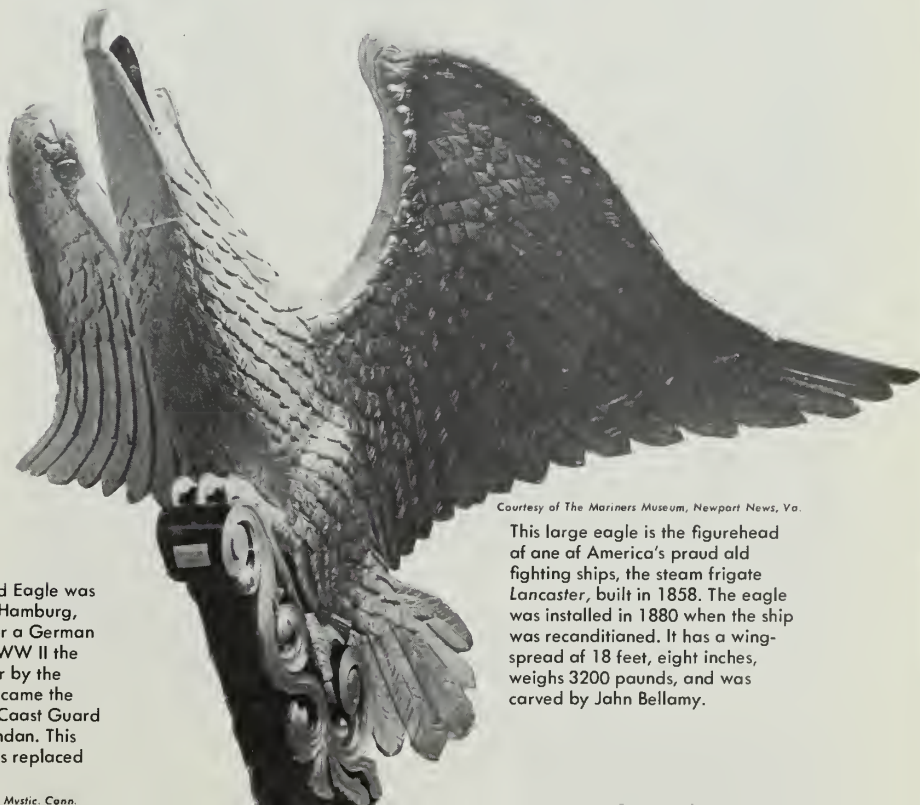
Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.

Gangway headboards from the sloop-
of-war John Adams built in 1830.



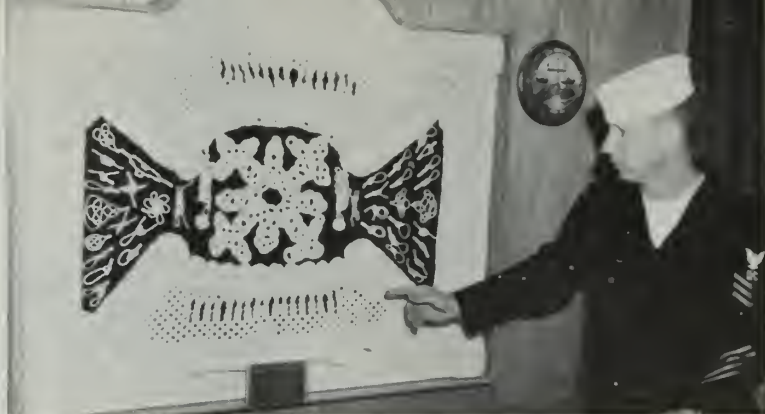
The U.S. Coast Guard Eagle was
originally carved at Hamburg,
Germany, in 1937 for a German
training bark. After WW II the
vessel was taken over by the
United States and became the
training ship for the Coast Guard
Academy in New London. This
eagle figurehead was replaced
with a duplicate.

Courtesy of The Marine Historical Association, Incorporated, Mystic, Conn.



Courtesy of The Mariners Museum, Newport News, Va.

This large eagle is the figurehead
of one of America's proud old
fighting ships, the steam frigate
Lancaster, built in 1858. The eagle
was installed in 1880 when the ship
was reconditioned. It has a wing-
spread of 18 feet, eight inches,
weighs 3200 pounds, and was
carved by John Bellamy.



NAVY ART—D. J. Belmante, ADJ3, creates modern scrimshaw by carving squadrant mascot. Rt: Fancy rope work by Sumner F. Ellis, BM1.

Sailor's Art: Two Samples

THERE ARE THOSE who become so expert at their jobs that they decide to see just how good they can get. An engraver might try his hand at inscribing the Lord's Prayer on the head of a pin. A pianist learns to play blindfolded, gloved, and with a tablecloth over the keys.

Since the earliest days of the Navy, seamen have shown that they, too, excel at their jobs. Often, the result exposes a hidden artistic bent in the deck hand's makeup.

In the days of wooden ships, all sailors had to be good with a knife. This led some tars to become expert carvers of fancy designs. The old sailors would take wood, bone, or whatever other material they had on hand and liberate their artistic muse by whittling beautiful figures and designs. This carved art came to be known as scrimshaw.

These days, any seaman worth his salt is good at fancy rope work. Since boatswain's mates deal daily with lines and small stuff, they naturally become proficient at handling all kinds of rope. During lulls in the workday, and after hours, you may find seamen sitting in small groups below or topside weaving intricate designs with white line, or learning to tie some of the more difficult knots.

Because of its practicability and smart appearance, fancy rope work can be found in many different areas throughout a ship. Vent pipes are often given a protec-

tive and decorative covering with crosspoint patterns.

Elsewhere, pipes may be decorated with "fox and geese," a checkboard design woven with dark and light line. On the admiral's barge and the captain's gig are found ornamental knots and "MacNamara Lace," the fancy lace curtains and other trimmings woven with canvas threads.

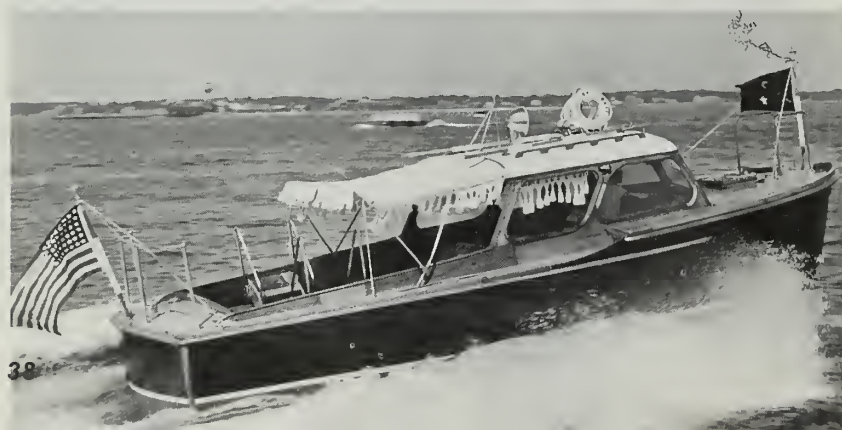
Perhaps the most popular form of artistic expression practiced by seafaring men these days is the tying of knots, and the making of knot boards to display the proficiency among boatswain's mates aboard certain ships.

These knot boards are usually filled with as many functional and decorative knots as an enterprising boatswain's mate can remember (or, we suspect, think up). The knots on display range from the simple, unassuming Granny Knot to the fantastically intricate Interlocking Semmit Carrick Bend.

Another way for sailors to show their marlinspike proficiency was demonstrated by USS *Mount McKinley* (AGC 7) a few years ago. Her crew held a knot-tying bee. The event was run off with eliminations after the fashion of the rounds of a spelling bee and prizes went to the winners.

As you can see, marlinspike seamanship is not a lost art in today's Navy. At sea, as elsewhere, there is still the desire—and the ability—to excel.

OLD TRADITION—Marlinspike seamanship is exemplified by fancy work on admiral's barge and decorative anchor.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Welcome Home, Daddy

A strange thing happens to a sailor walking away from the brow after a long deployment. He walks funny—as though he expects the port side of the pavement to come up to meet his foot.

There's a simple explanation, as all of you old salts know. He's still walking on sealegs. The crews of several ships have been wide-stancing it lately, after long tours away from terra firma.

Tying up at Pacific piers were:

- The attack carrier *uss Hancock* (CVA 19), back in her home port, Alameda, Calif., after her third combat deployment to the Tonkin Gulf. During her seven-month cruise, *Hancock's* pilots flew more than 8900 combat and combat support sorties.

Major bombing targets of her 7000 tons of expended ordnance included the Vin Loc highway bridge, the Chu Ne army barracks, Hai Dong rail bridge complex, Kien An airfield, the Chu Son military storage area, the Cong My and Loi Dong petroleum transshipment points near Haiphong, and the Doan Vi transshipment point.

- *uss Hornet* (CVS 12), after a seven-month Far East deployment, back in Long Beach, Calif. During the cruise, *Hornet* spent about 35 per cent of her time in the Vietnam combat zone, and also took part in three training exercises with foreign navies.

The antisubmarine warfare carrier steamed nearly 60,000 miles, logging 5510 arrested landings and 2670 helicopter landings.

- The San Diego-based tank landing ships *uss Tioga County* (LST 1158) and *Holmes County* (LST 836), after eight-month tours in WestPac.

The amphibious force ships operated as resupply and support vessels for River Assault Flotilla One, in the Mekong Delta and Rung Sat Special Zone. In addition, *Tioga County* took part in Operations Beacon Guide, Beacon Gate, and Beacon Point. In Beacon Gate, she used her landing craft in a waterborne assault against enemy forces for the first time.

- The dock landing ship *uss Monticello* (LSD 35), back in San Diego after eight and one-half months in WestPac.

As a unit of Amphibious Ready Group Bravo, *Monticello* took part in eight amphibious operations in South Vietnam. They included Beacon Hill, Beacon Star, Belt Tight, Beaver Track, and others. About half of her deployment was spent in sight of the shores bordering the DMZ.

Welcome home ceremonies were arranged in Atlantic ports for:

- The guided missile cruiser *uss Boston* (CAG 1), back in Boston, Mass., after a six months' tour of duty with the Seventh Fleet in WestPac.

Boston took part in Operation Sea Dragon during her cruise, destroying or damaging 360 waterborne logistics craft in her six months in the combat zone. Her guns destroyed or damaged countless rail lines, bridges, supply transfer points, warehouses and coastal defense guns during 750 missions in Vietnam. She also

knocked out a SAM missile site under construction.

The deployment was the first time *Boston* has served in WestPac since World War II, when as a heavy cruiser she took part in 10 campaigns while serving with the Third and Fifth fleets.

- Destroyer Squadron 16, home after seven months' duty with the Seventh Fleet. The squadron is composed of *uss Bigelow* (DD 942), *Allen M. Sumner* (DD 692), *Ault* (DD 698), *McCaffery* (DD 860), *Charles R. Ware* (DD 865), *Forrest Royal* (DD 872), *Dahlgren* (DLG 12), and *Barney* (DDG 6).

While in Vietnamese waters the squadron fired a total of 46,000 rounds of 5-inch ammunition in naval gunfire missions against enemy troops, installations, vehicles, and boats.

During her tour, *Dahlgren* spent 62 days on the northernmost search and rescue station in the Tonkin Gulf, during which she rescued seven U. S. pilots.



CAREER NAVYMEN—Captain R. Stone, XO of *USS Essex* (CVS 9), gives reenlistment oath to Norman Davison, SKCM; John Hudimac, BMC; B. A. Spriggs, ABC; and R. C. McGovern, MMC. They have a total of 83 years' navy service.



HELPING HAND—Dick Stapleman of MCB 71 lends helping hand to villagers near Chu Lai. He and other Seabees devote spare time to helping Vietnamese.

Horn Alert

The threat of mortar or rocket attack, ever present in unsettled combat areas in Vietnam, requires encampments to have a distinctive alarming device ready for use under varying conditions, day and night.

Such an alerting mechanism has been developed by Mobile Construction Battalion Three Seabees who claim their alarm is operable completely independent of any external power. It consists of four dual truck

horns connected by copper tubing to a regulated oxygen bottle. The system is activated by opening a simple shuttlecock in the copper line. This allows oxygen to escape through the pipe to the horns. The result is a loud, shrill, piercing noise.

MCB-3, which has been toured three times in Vietnam, has the horn alarms strategically placed about the camp and by magnifying the sound with megaphones, every man is alerted, even those asleep.

Record for Sea Stallions

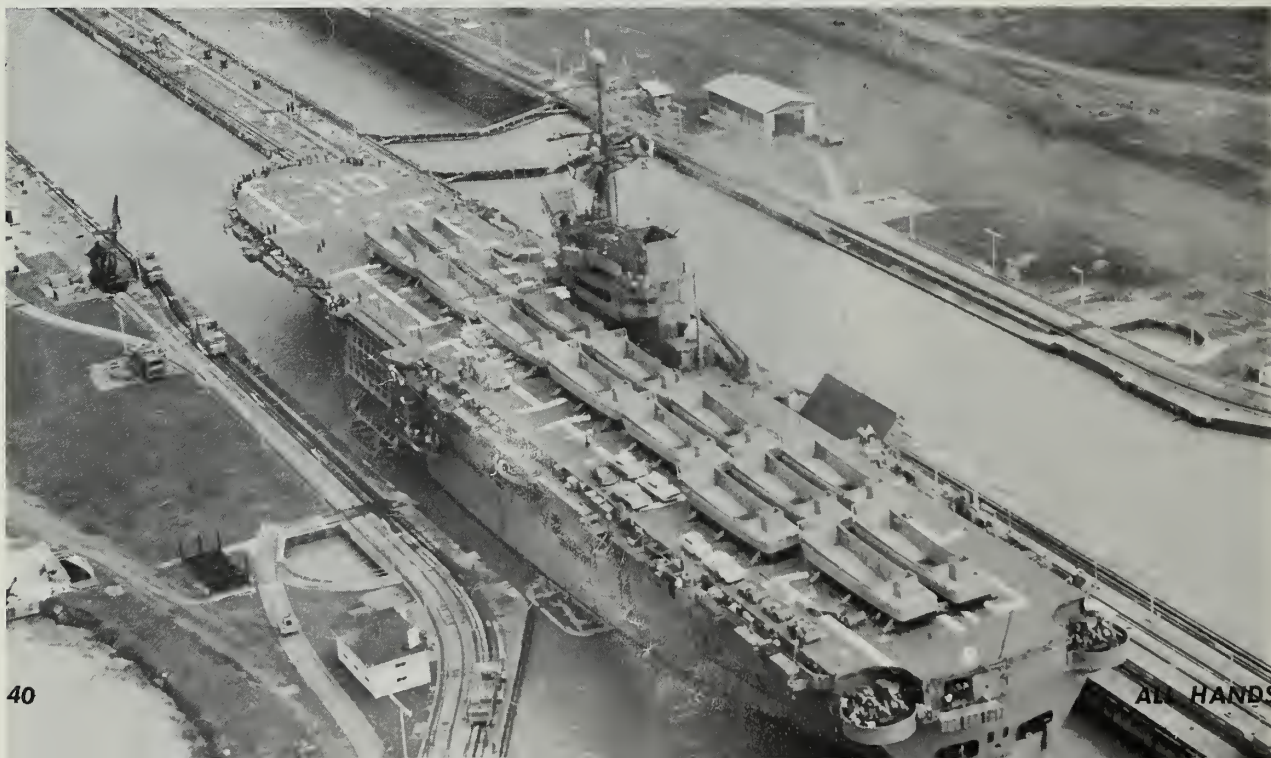
When the CH-53A *Sea Stallion* helicopters of Marine Heavy Helicopter Squadron 463 departed *USS Tripoli* (LPH 10) recently, they left an enviable record behind them. In just a few hours, the huge helicopters had transported a battalion landing team, their supplies, weapons, and support equipment from the carrier's flight deck to the designated area for Operation Formation Leader.

This operation reportedly marked the first time that the *Sea Stallion* had been used as the primary amphibious assault vehicle in Vietnam. While *Tripoli* steamed just off the coast, the *Sea Stallion* choppers made round trips to the operation area and back to the amphibious assault ship's flight deck.

This required quite an effort from the ship's forces in order to have cargo and personnel ready to be loaded. All cargo was assembled on the hangar deck and loaded on the deck-edge elevators normally reserved for the movement of aircraft. Then it was brought to the flight deck level and loaded into the helos for movement ashore. Formation Leader was a success.

Since deploying to WestPac, *Tripoli* has participated in seven full-scale amphibious assaults. While off Vietnam, she serves as flagship for the commander of Seventh Fleet Amphibious Ready Group Bravo.

LOCK UP—Amphibious assault carrier *USS Tripoli* (LPH 10) rises to the occasion at Miraflores Locks, Panama Canal.



Tico Sets Fast Pace

Crewmen in the attack carrier *uss Ticonderoga* (CVA 14) may earn the equivalent of a high school diploma, college credits, or technical training through correspondence courses when the ship is at sea. Members of the crew may attend college classes on board through the Navy's Program for Afloat College Education (PACE).

PACE brings teachers on board from San Diego State College to teach seven freshman-level courses to more than 100 *Ticonderoga* crewmen. Each course offers three college credits, acceptable at most colleges and universities, for a cost of only \$10 to \$15, plus books.

In addition, a sailor student may choose from among more than 6000 correspondence courses from 46 colleges and universities through USAFI, which also offers some 200 of its own courses covering pre-high school, high school, college and technical subjects.

The college correspondence courses cost about \$10 to \$25 each, including books, whereas USAFI charges



A GOOD TOUR—Master Chief Petty Officer Paul N. Cockreham is piped ashore during retirement ceremonies at Patrol Squadron 17. Chief Cockreham ended a 27-year Navy career that started 10 months before Pearl Harbor.

\$5 for the first of its courses. If the student passes, he may take any other USAFI courses at no cost. About 400 *Tico* men are enrolled in USAFI courses each year.

Ticonderoga's Educational Services Office, which maintains a training library that houses about 300 training films, also administers entrance exams for colleges, handles applications for the Navy's own service schools, and gives Navy-wide

tests for advancement in rating. It even has on record that it administered the final exam for a teaching certificate to a civilian—the wife of a crewman.

All this points to the fact that on board *Ticonderoga*, or anywhere else in the Fleet, a man needs little more than the desire for an education. The Navy, as a rule, takes care of just about all the rest.

—Frank Silvey, JO3, USN

Home Away from Home

According to the Navy boat crews and the soldiers of the Mobile Riverine Force at Vung Tau, they live in the first APL to arrive in Vietnam and the only green one in the entire country. The paint job is for camouflage against a jungle background.

Their home is an auxiliary personnel lighter (APL 26) which serves as a hotel for Navy Task Force 117 and also supports one river assault division and squadron staff, two rifle companies and one headquarters company as well as a Navy explosive ordnance disposal team.

Although the residents of APL 26 don't claim their home is the most peripatetic in the world, they do say it has been around quite a bit. According to their calculations, APL 26 has traveled more than 7000 miles in the past year unhampered by the fact that it has no means of self-propulsion.

The floating barracks, which was built in 1944, was taken out of the mothball fleet at Seattle and modernized for service in Vietnam.

Just before Christmas of 1966, she began her long voyage under tow bound for Vung Tau where, after a short stop at Subic Bay, R. P., she arrived on 22 Feb 1967.

Additional mileage was accumulated as APL 26 was towed up and down the rivers of the Mekong Delta and the Rung Sat Special Zone accompanying the other ships which make up the base for the Mobile Riverine Force.

Steam and hot water are provided for APL 26 residents by two boilers and its evaporators produce

more than 24,000 gallons of drinking water a day.

Two electrical generators provide power for lighting and air-conditioning.

In addition to the utilities on board, facilities also include a minor surgery ward and a sick bay which accommodates 10 patients.

Although the residents of APL 26 agree that it isn't the Ritz, it ranks favorably with the other floating barracks located elsewhere in Vietnam and, anyway, it beats sleeping in a pup tent on the beach.





PORT CALL—USS *Antelope* (PG 86), a new sister ship of *Asheville* and *Gallup*, steams under the Golden Gate bridge during a visit to San Francisco. The new 165-foot oceangoing gunboat was commissioned at Tacoma, Wash.

Three Purple Hearts

At the age of 20, Hospital Corpsman Second Class Clarence W. Young is a Vietnam veteran with three years of service and three purple hearts.

While treating a fallen Marine one rainy night on well-known Hill 881, Young was hit by a grenade which put him out of action with a shoulder wound.

Later, near Con Thien when the Marines were taking over an apparently deserted village, Young caught a piece of shrapnel in his right arm.

On another night, just before the end of an operation in Quang Tri province, Young and his platoon were waiting to be airlifted by helicopter back to *uss Tripoli* (LPH 10) when snipers attacked and shrapnel from a mortar fragment struck Young's left arm.

While assigned to the pacification program, Young treated about 50 villagers a day.

Young once wrote home for soap for the Vietnamese, and his mother

and her church group sent over 1000 bars to supplement his medical supplies. The Vietnamese children liked the smell of some of the perfumed soap, and followed Young's instructions on how to use it.

Now at Naval Aerospace Medical Institute, in Pensacola, Fla., Young found it satisfying to treat the sick and wounded. When he completes his current enlistment he plans to enter college and continue a career in the field of medicine.

Coming Up for Air

Fifteen proud sailors emerged from beneath the surface of the sea recently to accept their diplomas—as Navy divers second class. They were graduates of COMSERVLANT diving school. The difficult 10-week course is under the administration of COMSERVRON Eight, and is held aboard *YRST 2* at Destroyer and Submarine Piers in Norfolk.

The curriculum includes underwater welding and cutting tech-

niques, medical aspects of diving, underwater demolition, operation of pneumatic power tools, maintenance and repair of diving equipment, vigorous physical training with an accent on distance swimming, shallow water diving, Scuba diving and deep-sea diving, down to a maximum depth of 150 feet.

A typical day in the life of a diving student begins with 45 minutes of physical exercise. Distance swims of 500 to 1500 yards are held almost daily to ensure a high level of stamina.

On certain days *YRST 2* gets underway for Cape Charles for on-the-job training under the close supervision of Chief Warrant Officer W. S. Dool, officer in charge. CWO Dool is a veteran of 27 years of naval service who began his career as a diver second class in 1943.

Comprehensive weekly examinations are given to assure the high degree of proficiency needed for this hazardous duty.

—V. C. McGee, Jr., LT, USN.

Coral Sea Angels

How do you say "angel" in Chinese? Thirty-seven Hong Kong sailors would probably find the word useful as they tell relatives and friends about their recent experiences aboard helicopters from the U. S. aircraft carrier *uss Coral Sea* (CVA 43).

The two helos fought strong winds and high seas to rescue the Chinese sailors from the deck of a grounded Liberian freighter off the coast of mainland China.

The freighter, *Loyal Fortunes*, had smashed into Pratas Reef 170 miles southeast of Hong Kong. A distress call was relayed to *Coral Sea*, then on her way to Hong Kong, and the carrier changed course and made for the stricken freighter.

The copters made over a dozen trips to *Loyal Fortunes*, which was being pounded by 15-foot waves. All of the rescued sailors were in excellent condition despite their 24-hour ordeal.

The freighter was en route from Saigon to Kaohsiung, in southern Taiwan, when she was buffeted by the powerful winds of Typhoon Emma.

The helo pilots were Lieutenant Commander Norman L. Haney and Lieutenant (jg) William J. Ruhle.

He Sails With Vietnam's Mine Force

When John Carkeek goes to work, he takes a canteen, a portable radio transmitter, and a .45. He might use all of them before the day is over.

He's a boatswain's mate first class serving as an advisor to the Vietnamese Navy Mine Force.

He seems to like his job. When he jumps aboard the 50-foot motor launch minesweeper each morning, he invariably greets the Vietnamese crew with a big, hearty grin. They grin back.

He doesn't speak a lot of Vietnamese, but he has picked up the essential phrases. He gets his ideas across.

He is one of five U. S. advisors attached to the Vietnamese Mine Force. The minesweepers try to cut the control lines of Viet Cong mines, sweeping with an anchor

chain having steel cutting blades welded to it.

Carkeek advises the crew in minesweeping techniques, maintenance, and weapons. He knows how. A boatswain's mate for over 19 years, he spent seven aboard oceangoing minesweepers.

He looks relaxed while the boat sweeps close to the Long Tau riverbank. Except his eyes. They keep moving. The days are long and hot, but he doesn't get drowsy. He keeps alert. Figures he'll live longer that way.

He eats formerly strange meals. Rice. Fish. Local vegetables. He's had the job for four months. He's used to the diet.

John Carkeek thinks he has the best duty in Vietnam.

—Story and Photos by
Tom Walton, JO1, USN

Photos Clockwise from Top Right: (1) BM1 John Carkeek advises two minesweeper crewmen as they reel in sweep gear following a day's operation. (2) 50-foot Vietnamese motor launches travel the Long Tau and Dong Nai Rivers in pairs. (3) Good working relationship with crewmembers is essential in the job of keeping the rivers free of Viet Cong mines. (4) Chopsticks serve as eating utensils for this Navyman who eats his

meals topside. (5) Boatswain's Mate Carkeek doesn't speak Vietnamese fluently, but has learned enough phrases to get a point across quickly to the crew. Eyes continually search the river's banks for the enemy who hide in the brush which lines the muddy river. (6) Carkeek is one of five U. S. advisors attached to the Vietnamese mine force. The minesweepers attempt to cut control lines of Viet Cong mines.





SMOOTH RELEASE results in bull's-eye for Thomas Coggins, AT2. Rt: Lyle Steward, YN1, shows hunting position.

Archers—Navy Style

Archery is an ancient sport, but like many others it has become modernized as design concepts have changed and types of material have expanded.

Cupid couldn't have been as accurate with his weapon as Navy bowmen Thomas Coggins, AT2, and Lyle Steward, YN1. Modern bowstrings, balanced aluminum arrows,

new bow designs, bow sights and modern manufacturing procedures are a few innovations which have made the modern archer a technical and avid sportsman.

There are two distinct camps in the sport, target archery and field archery. Coggins, stationed aboard *uss Franklin D. Roosevelt* (CVA 42), is a champion target archer, and Steward, stationed at Supreme Allied Commander Atlantic headquarters,

is an accomplished hunter or field archer.

Thomas Coggins has a valued souvenir as a result of his ship's visit to Barcelona. Coggins competed in and won the first place gold medal of the Spanish Archery Championship round. He was invited to participate after inquiring about the tournament at the local USO Club.

Although Coggins had won a military invitational meet at Pensacola in 1966 and placed in several other major archery tourneys, he had never shot in a European round with its longer shooting distances. Normal distances to target in the U. S. are from 20 to 80 yards, while in European matches they range from 32 to 99 yards.

Coggins also shoots without a bow-sight (instinctive style), and this gave him a further disadvantage, as bowsights are standard equipment in Spanish tournaments. Despite the disadvantages, Coggins proved that he is a champion archer by defeating the best archers in Spain. Coggins now has his eye on another target, the 1972 Olympic games.

Field archer Lyle Steward put a feather in his archer's cap this past deer season by bagging a four-point buck.

Bow hunting is a lonely, cold, and often unrewarding sport. It often means sitting and waiting in a cold, damp woods in the early morning hours. Besides patience, it also requires keen instinct and excellent bowmanship.

Many times the hunter doesn't see a deer or fire an arrow, but when he does, luck, skill and an unobstructed

Here's the 1968 All-Navy and Interservice Sports Schedule

Event	All-Navy	Interservice
Basketball	Naval Station, Pearl Harbar 19-23 February	Maxwell AFB, Ala. 4-8 March
Baxing	Naval Station, Charleston, S. C. 18-22 March	Camp Lejeune, N. C. 12-16 August
Juda	Nat Scheduled	Naval Air Station, Miramar, Calif. March 25-28
Valleyball	Naval Air Station, Jacksonville, Fla. 15-19 April	Daver AFB, Del. 22-26 April
Wrestling	Nat Scheduled	Naval Training Center, San Diego, Calif. 1-5 April
Bawling	Naval Air Station, Memphis, Tenn. 13-17 May	Keesler AFB, Miss. 20-23 May
Track and Field	Nat Scheduled	Will be held Date undecided
Tennis	Naval Station, Newport, R. I. 29 July-2 August	Camp Pendleton, Calif. 5-9 August
Galf	Naval Station, Lang Beach, Calif. 19-23 August	MCS, Quantica, Va. 26-30 August
Saftball	Naval Submarine Supply Facility, Ballast Point, San Diego, Calif. 26-30 August	Ft. Eustis, Va. 2-6 September

line of fire are required to make the kill.

Steward also has a host of trophies to show for participation in various tournaments. He is now looking forward to next year and possibly a six-point deer.

Lots of Bounce in Subic

The Subic All-Star basketball team completed a five-month exhibition basketball season with a 110-89 victory over the Payumo Selection team of Dinalupihan, Bataan.

The Subic squad, composed of Navy and Marine Corps personnel stationed at the Subic Bay Naval Station, traveled throughout the Philippine Islands during their exhibition tour.

The team played 20 squads during their tour, winning 16 games and losing four. The speed, agility and excellent ball handling of their opponents offset the height advantage of the Navymen, and made for several close scores. At times, the Subic eagers found that playing conditions were almost as tough as the opposition. They often played outdoors in hot and humid weather on cement courts lined with hundreds of cheering spectators.

During the tour, the Navymen learned that, at least in the Philippines, basketball is an international language.

VICTORY AT SEA—LCDR Joseph Dupcak, Jr., won the 45-minute battle with this 405-pound blue marlin off San Juan, P. R., coast. He caught the prizewinning fish during an outing sponsored by the naval station's special services division.



FROM THE SIDELINES

THE NUMBER 530 has been filed in the mind of Allen F. Buntrock, AOCS, along with black cats, walking under ladders, Friday the 13th and other nemeses and ill omens.

You see, Buntrock is a skeet shooter, and quite successful with a shotgun and clay bird. You might say that he is a perfect shot . . . almost.

Almost, because he lost the military division of the world skeet championships this year at Savannah, Ga., to Airman Second Class Jimmy Bellows of Lackland Air Force Base. But what a way to lose.

Senior Chief Buntrock qualified, along with 11 others, for the finals of the championship by shooting a perfect score of 250x250. During the shootoff, nine marksmen were eliminated, leaving the two finalists. Buntrock and Bellows continued to burst bird after bird without a miss.

You guessed it, on the 530th bird Chief Buntrock missed and lost the world skeet championship.

But if his shooting ego became a little bruised by the loss, he need only take a look at his past record. Among the trophies he has earned is a gold medal from the 1967 Pan American Games. In his 12 years of competitive shooting, he has won more than 400 trophies and medals.

★ ★ ★

Olympics is a magical word for Navy sportsmen as they dream of gold medals in 1968.

One of the many Navy hopefuls is Bruce E. Glenn, SN, assigned to the U. S. Naval Academy. Glenn won the Greco-Roman competition for his weight division in the 1967 interservice wrestling competition, and placed second in the

free-style wrestling event.

Now the 170-pound grappler has another credit. He has been presented an AAU All-American Championship award for participating in the 1967 tournament. Glenn has a history of national competition dating back to 1963, including the 1964 Olympic tryouts in which he placed third in Greco-Roman style wrestling. He will be a top Navy contender for a spot on the Olympic team.

The incentive of a possible Olympic bid and gold medal will add to the excitement of All-Navy and interservice competition this coming season. After all, gold is a Navy color.

★ ★ ★

Either holes-in-one are not as rare as was previously reported in the October 1967 "From the Sidelines," or there are a lot of lucky Navy golfers.

Since the article on the lucky linksmen, there have been many such claims to fame from Navymen in many parts of the globe. Holes-in-one have been made on long and short holes. They have been made by bouncing off rocks and flagpoles, rolling into, bouncing into and backing into the elusive cup. Aces have been made by novices and by golfing veterans.

But S. W. Hutcheson, Jr., HM2, stationed at Corpus Christi, has the most unusual ace tale to date. The event took place at the 10th hole at a country club in Houston, Tex. Hutcheson's ball didn't bother with usual preliminaries on the 134-yard par-three hole. From tee to cup was the route the ball took, going into the hole on the fly.

—Larry Henry, JO2, USN

THE BULLETIN BOARD

EPDOCONUS Introduces New Assignment System

ENLISTED personnel presently on Seavey and anticipating orders to shore duty under distribution control of EPDOCONUS will be assigned through a new system recently introduced by that EPDO.

Purpose of the new system is to produce a greater degree of success in satisfying the duty preferences of those being assigned.

In the past, assignment desks in EPDOCONUS have been responsible for detailing personnel in essentially all ratings to the activities located in the few naval districts for which each desk was responsible.

Under the new system, each desk will assign personnel in a few ratings throughout CONUS. This system of rating distribution will supersede the former system which divided the responsibility of assignment desks essentially on a geographic (naval district) basis.

The new system of distribution

parallels the rating control concept presently being evaluated in BuPers for practically all ratings.

A major reorganization of EPDOCONUS was necessary to introduce the new system. Formerly, personnel made available on a wholesale basis by BuPers for orders to shore duty on a needs-of-the-service basis were first assigned to naval districts on a fair-share basis by the Personnel Management Department, and then ordered to their final duty station by the district assignment officer in the distribution department.

Under the new system, all personnel being assigned by EPDOCONUS are ordered to their final duty station directly by the assignment desk handling the individual's rating, thereby eliminating the former two-step operation. This streamlining of the assignment procedure permits a closer consideration of the individual's preference of duty.

Another aspect of the efforts to look out for the enlisted man at sea can be found in the monitoring of Tour Completion Dates (TCDs). While not new to EPDOCONUS, TCD monitoring is the system established by EPDO to insure that every individual receives the amount of shore duty to which he is entitled.

Other advantages, in addition to improvement in chances of assignment to an individual's duty preference, and greater responsiveness to activities' manning requirements, are included in EPDO's recent reorganization.

With elimination of the naval district "middleman," assignment of personnel has been reduced to a single-step operation, thus introducing a more efficient procedure which can be accomplished by a smaller staff. As a result, EPDOCONUS has been able to reduce the number of personnel attached to the command.

Further, the new system, in paralleling the Pers-B2 shift to rating control, permits simplification of contact points between the Bureau of Naval Personnel and EPDOCONUS. Customers now encounter similar organization in the two offices.

Additionally, the reorganization improves NEC familiarity for ratings and provides for their better over-all management.

A discussion of EPDO's reorganization would be incomplete, however, without mention of the disadvantages involved.

The shift from a proven system to the unknown has resulted in a temporary increase in workload and the confusion of change. Additional reports are now required from PAMICONUS, plus a wider distribution of some reports previously utilized.

Also, the new procedure eliminates the single point of contact previously enjoyed by shore commands under the old district assignment organization. An activity's personnel officer now may need to talk to several assignment officers in order to cover all ratings represented in the

This Questionnaire Has a Bearing on Your Future

Have you filled out a questionnaire in the last year? One that asked about the type of training you have, and what you are qualified to do? One that you have returned to your Rating Control Officer in BuPers?

If you are in one of the following ratings, there is a questionnaire for you: FTB, GMT, IC, EN, HM, DT, AE, AQ, AO, AX, AT and ST.

The information obtained from your answers has a direct impact on many factors concerning both you and your rating. From your viewpoint, knowing that you have particular skills helps the detailer to give you a proper assignment.

"Proper assignment" in this instance, means working at the skills you have put forth a lot of effort to learn. It means keeping in touch with your rating so that you are better prepared for the next advancement exams. It may mean receiving or continuing to receive pro pay.

It also affects the training plans that are made and the number of people that the Navy must train in specific NECs. In this connection, it might be mentioned that when the RM rating was processed some time ago, it was estimated that more than five million dollars worth of training was reidentified. Rating Control hopes to do the same in some of the other ratings listed above.

So, if you are in one of the listed ratings and you have not filled out a questionnaire, check with your personnel office to see if they have one for you.

If not, ask them to notify your Rating Control Officer in BuPers, and he will be happy to send you one. The sooner he gets the information he needs, the sooner he can do a better job for you.

personnel allowance of his activity.

Initial plans for this reorganization in EPDOCONUS (which is located at the U. S. Naval Training Center, Bainbridge, Md.) began in early 1966. The program for the new system was discussed with BuPers in October of that year. Specifications for new documents and reports to be used by PAMICONUS were delivered to PAMI the following December.

The reorganization went into effect in September 1967.

Home Away From Home Port To Meet Needs of Dependents During Overhaul Periods

A ship overhaul following overseas deployment usually takes about three months. In many cases, the work is done in a shipyard hundreds of miles from the home port.

Those three months in the yards have seemed longer to many married men, particularly those who hadn't seen their families since departing for overseas months before.

This prolonged family separation problem has been partially solved through a new transient housing program, under which 643 fully furnished units are available to families of Navymen whose ships are in the yards at Portsmouth, N. H.; Norfolk, Va.; Bremerton, Wash.; and San Francisco. Here's how it works:

The ship scheduled for overhaul or repair at one of the yards is notified of the transient housing availability. The commanding officer is told exactly how many transient units will be available to his ship. Reservations are then made after the ship's family men have been surveyed and it is determined how many would have their dependents join them at the shipyard.

Notification of the housing availability is normally issued far enough in advance to permit those interested sufficient time to contact their dependents and arrange for family travel to the shipyard. (Families must arrange and pay for their own travel.)

The transient housing program is administered by the Chief of Naval Personnel, and is supported with nonappropriated funds on a self-sustaining, break-even basis. Nominal rent charges which pay for the cost of maintaining the units range from \$45 to \$80 monthly, depending

on size and location.

If you're interested, keep in mind that rental charges for your transient quarters at the shipyard would be in addition to whatever you pay for quarters at your home port.

BuPers Inst. 11101.3 series describes the program.

• **CALL IT FILM**—If you've just taken some fabulous pictures of the Bavarian Alps, don't send the exposed roll with your next parcel of gifts that you send home to Mom. The film might be blank when it gets there.

Customs officials are examining

packages mailed from military personnel stationed overseas, with portable X-ray machines to detect such non-mailable items as firearms and explosives.

As you probably know, fluoroscopy will erase the image from unprocessed film. It will also ruin unexposed film.

Therefore, if you wish to mail raw film home, you should pack and mail it separately. It should be clearly identified as film on accompanying customs declaration forms.

The customs forms are not required for film sent to the U. S. in film mailers provided by commercial film processors, provided they are clearly labeled "Film."

NOW HERE'S THIS

ESSA Has a System

The world's oceans, a major factor in creating weather, are of particular interest to ESSA (Environmental Science Services Administration). That is one reason it developed a tool which interests Navy oceanographers as much as it helps ESSA's meteorologists.

The new tool is a system which uses unmanned automated deep-sea buoys to measure the temperature, salt content and depth of water. It also measures the speed and direction of currents, barometric pressure, air temperature and wind speed and direction.

Some readings have been obtained on a limited basis from unmanned buoys before ESSA developed its system. Nevertheless it has advantages not commonly found in seagoing oceanographic data producers.

With the ESSA system, oceanographers can obtain automatic readings on water temperature and salt content at periods ranging from one minute to an hour.

Oceanographers customarily obtain such information by lowering Nansen bottles over the side of a ship but this takes at least six hours to make a 15,000-foot reading.

An oceanographic ship using the ESSA system doesn't have to remain stationary; it can monitor the buoys while doing something else up to 30 miles away. Other telemetering equipment can extend this distance up to 1500 miles.

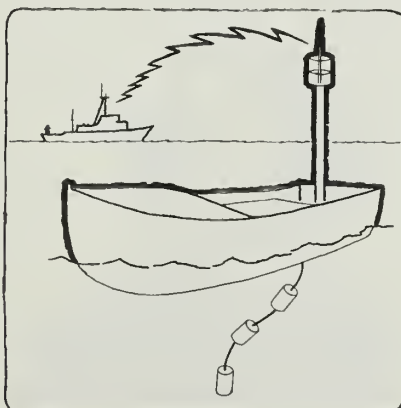
The system accommodates up to 10 buoys, each of which can carry several surface and subsurface sensor packages with five sensors to a package. Other sensors can be added in the future to obtain additional data from the ocean.

As the sensors gather their oceanographic data, it is telemetered to a central recording station either in a ship or on land. The information is also recorded on magnetic tape at each buoy station.

The buoy system's mechanism can report continuously or can be set to report automatically every six, 12, 30 or 60 minutes. If a receiving station wants information before it is automatically reported, it need only call up the buoy and request faster service. Each of the 10 buoys is glad to report as often as required, and repeats the data sampling five times within 45 seconds.

The buoys can be left at sea for 30 days, then inspected and, if necessary, serviced. If a buoy is lost, its telemetry device tells searchers where it is.

ESSA expects its buoy system eventually will be used to study pollution in harbors and estuaries and to collect information on fish habitats. It may also be used to study the exchange between the ocean's surface and the air which affects the world's weather.



Read All About It: Navy's New NTC, Orlando

EARLY LAST SUMMER Vice Admiral B. J. Semmes, Jr., USN, Chief of Naval Personnel, turned the first spadeful of earth in a ceremony signaling the start of the new Naval Training Center at Orlando, Fla. Preparations are now underway for its official establishment as a naval training center on 1 Jul 1968. In the meantime the big job of setting up the new NTC will be carried out by a nucleus crew under Captain Enders P. Huey, USN, who takes over in January from the first skipper, Commander M. J. Ball, USN.

The establishment of the third recruit training facility is a result of overcrowding at the existing training centers at Great Lakes, Ill., and San Diego, Calif.

The Naval Training Center will be situated on approximately 1100 acres of the present Orlando Air Force Base property which will be transferred to the Navy on the first of July. It is located three miles east of the center of the city of Orlando, adjacent to Winter Park.

Orlando is considered a superior base for the new facility from the standpoints of cost, health conditions, training efficiency, community support and good morale environment. Much of the training operations are expected to be conducted outdoors. Orlando provides an ideal location from the standpoint of climate.

Initially, the Recruit Training Command, a tenant activity of the Naval Training Center, will process approximately 4000 recruits every 11 weeks. The Navy's plans will double the above figure, which will mean 8000 recruits every 11 weeks.

In addition, other facilities will handle advanced training as well as special schooling of various kinds, making NTC Orlando one of the principal training bases in the country. Service schools planned for Orlando will form a major part of the complex.

To conduct this training, the Navy will have a staff of 1400 or more men. Since most of these will be men with families, that means a permanent addition of 4000 to 5000 people to the community.

Officers and enlisted men of all general service ratings anticipating shore tours may apply for this duty.

Personnel vacancies are anticipated at the Naval Training Center and at the following tenant activities: Recruit Training Command, Training Devices Center, and the Advanced Undersea Weapons School. In 1971 or later, there will be vacancies at the Services Schools Command and the Nuclear Power School.

Here's some information on Orlando of interest to Navymen who may be assigned there for duty or training:

LOCATION—Orlando is in the central Florida lake region, approximately 140 miles south of the city of Jacksonville, and 100 miles east of Tampa. It is the hub of all central Florida industry and activity, and is Florida's largest inland city, with a population of more than 106,000 and a metropolitan area population of over 400,000. Orlando's location, at the center of the Florida peninsula, combined with an excellent highway system, makes the city an ideal point from which to tour the state and its many attractions.

Orlando has been known for decades as "The City Beautiful." Blossom-ringed lakes radiate a panorama of color over the city . . . stately oaks drench homes and streets in shade . . . public buildings are modern and clean.

CLIMATE—Central Florida offers a most enjoyable climate, in that it may be classified as warm, moist, invigoratingly cool in winter, with adequate sunshine. The normal January temperature, any year, is 60.4 degrees, with a normal July temper-

ature of 82.5 degrees; yearly mean temperature is 72 degrees.

The rainy season extends from June through September. During this period scattered afternoon thunder-showers are a daily occurrence, bringing a drop in temperature. Also, a breeze is usually present, contributing to general comfort.

Hurricanes usually are not considered a great threat to Orlando since, to reach this area, they must pass over a substantial stretch of land and, in so doing, lose much of their punch.

INDUSTRY—Orlando has a well balanced economy. Statistics show the following employee figures: retailing, 22,000; manufacturing, 18,800; services and miscellaneous, 17,600; government, 16,800; and wholesale trade 10,400. Manufactured products include citrus concentrates, plastic dinnerware, pleasure boats, fishing tackle and electronic components, among others.

HOUSING—Base housing is nonexistent; however, housing in the area is considered very good with plentiful FHA and VA housing available. Private housing in Orlando is abundant at present. Orlando-Winter Park has gained recognition for its lovely homes. A wide range of these homes is available, with styles and prices so varied that any taste or budget can be easily suited.

The area's many lakes lend themselves to lake-front development. A great deal of this type of home building has been going on in recent years. Also, numerous planned developments are under construction, many featuring their own private playgrounds, swimming pools, golf courses and complete country club facilities.

Rental prices vary as follows:

- Two-bedroom house, unfurnished, with or without kitchen equipment. \$75.00 to \$125.00
- Two-bedroom, house, furnished. \$75.00 to \$150.00
- Three-bedroom house, furnished. \$100.00 to \$175.00
- One- and two-bedroom apartments, furnished or unfurnished. \$60.00 to \$150.00

Currently, the Orlando Air Force Base, which will become the Naval Training Center Orlando, on 1 Jul

William R. Maul, CTC, USN



"Wait'll you hear the new PA system they rigged up this morning!"

1968, has available a limited amount of transient officer and enlisted quarters. Until 1 July the availabilities are expected to be as follows:

For officers: Two kitchenette apartments with two rooms each, containing five beds, with cooking facilities. Cost is \$2.00 a person per night, maximum cost is \$8.00. Four apartments with two rooms each, without cooking facilities, are available at the same cost as the kitchenettes.

For enlisted: Ten motel units with one room, containing two beds, refrigerator and TV, with no cooking facilities. Cost is \$1.50 a person, maximum \$4.50 per night. Four units with two rooms, containing five beds, with cooking facilities, at \$3.00 a person, maximum cost, \$6.00 a night.

The maximum time limit for occupancy through 30 Jun 1968 is seven days with a three-day extension possible in emergencies. Personnel reporting aboard who desire these quarters should write to the Base Housing Office for reservations, specifying exact date that you will arrive.

There will probably be some transient quarters available on the base after 1 July; however, final decisions have not been made as to whether they will be operated by the Housing Officer of NTC, or will be available through the Guest Housing facilities under Navy Exchange management.

TRAILER INFORMATION—At this time because of space limitations, there are no plans for an on-base trailer park. However, there are several good trailer parks located within reasonable distances. Average rental is \$25.00 to \$30.00. Some parks charge an additional fee of \$2.00 for each child.

EDUCATION—Florida Technological University, a four-year state university, will open this year, with a student body of 1500. The new Valencia Junior College opened in the fall of 1967. Orange County has 27 public high schools, 73 public elementary schools, 10 parochial schools, nine private schools, four schools for the handicapped, three nurse training schools, four business schools, an adult education program, a county vocational school, a graduate engineering school, the Orlando

Junior College, and Rollins College, located in nearby Winter Park.

HOSPITALS—Hospitals serving the area are: Florida Sanitarium and Hospital (400 beds), Holiday Hospital (116), Orange Memorial (750), Sunland (1000), Winter Park Memorial (208), Mercy Medical Center (150), West Orange (86), Orlando General (48), Eccleston-Callahan (32), and the Naval Hospital at the Naval Training Center (135). Plans call for expansion of the naval hospital facilities.

CHURCHES—That the Orlando area is a religious community is evidenced by the more than 200 churches in the city and surrounding area. All these spring from humble beginnings in the middle of the 19th century, and many are considered among the

most beautiful and finest in the state. Churches of practically every denomination and sect are conveniently located in all major neighborhoods.

RECREATION—Orlando's famous fishing grounds sprawl out across the surrounding central Florida citrus region, an area that cradles thousands of fresh water lakes and streams. Florida's principal game fish, the largemouth bass, abounds in these waters, and attains its largest size here. The bass range up to 15 pounds, with 10-pounders not being uncommon.

There are 54 lakes in the city and 2000 in the area. Eight public parks are located in Orange County. Located near springs, lakes or rivers, these parks are favorite areas for

HOW DID IT START

Admiral Luce and the Uniform

The contributions of Rear Admiral Stephen B. Luce (1827-1917) to the modern U. S. Navy have been many. Appointed midshipman in 1841, he became known both as the foremost seaman of his time and as father of the Naval War College.

Throughout his life, RADM Luce worked toward an improved Navy, and his contributions included writing the first standard text on seamanship; founding the merchant marine academies and the naval training system; and the reorganization of the Navy Department which resulted in the establishment of the Office of the Chief of Naval Operations.

In the field of enlisted welfare, his ships had the first patented coffee boiler, the first slide film projector ("magic lantern"), forerunner of today's shipboard movies, and the first dental corpsmen.

RADM Luce also made another contribution that has not been normally credited to him. It

concerns the dress blue uniform by which U. S. Navy enlisted men are easily recognized the world over.

On 18 Jan 1876, while in command of the flagship Hartford at Norfolk, then Captain Luce addressed the following letter to his superior, Commander North Atlantic Squadron:

"Admiral: I beg leave to offer the enclosed collar with stars and stripes as a suitable substitution for the plain collar now in use for the frocks of our seamen.

"As a single line of tape does not look well, it is proposed that the three stripes on the collar be for all grades, and the different rottings of the men be indicated by the stripes on the cuffs as at present.

"The pattern is generally approved by the commanding officers present."

Luce had evidently taken steps previously to publicize his new design, for on the same day, Rear Admiral James R. M. Mullowny gave the letter his hearty endorsement:

"Approved and respectfully referred to the Chief of the Bureau of Equipment and Recruiting with the hope that the proposal of Captain Luce will receive the favorable consideration of the Department."

Two days later, Rear Admiral Robert W. Shufeldt, whose Bureau then had supervision of enlisted matters, wrote to Luce that his suggestion relative to the change of uniform had been adopted.

So the crew of Farragut's former flagship was the first to wear the dress blue uniform. Since then, it has been worn by their successors for some three generations with only minor changes.

—John D. Hayes, Rear Admiral, USN (Ret.)



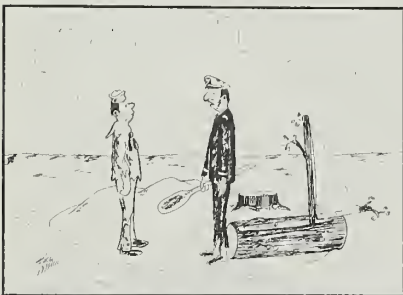
boating, fishing, swimming, picnicking and other outdoor activities. The Orlando-Winter Park area has nine excellent golf courses. The present nine-hole Naval Training Center golf course will be eventually expanded to 18 holes. Recreational opportunities are so varied there is something for everyone. The mild climate lends itself to year-round sports and patio living.

An east coast Disney World will be built on 27,400 acres of land just 16 miles southwest of Orlando. Basic elements of the proposed development include a new amusement theme park similar to the world-famous Disneyland in California; a series of theme motels surrounding and compatible with the theme park development; outdoor sports centers for golf, tennis, boating, camping, and other recreational activities which will take advantage of and preserve the natural beauty of the area; an industrial park, covering about 1000 acres, planned as a "showplace to the world of American industry;" a "jet airport of the future" offering service to private and executive planes, commercial charters and freight carriers; and an experimental prototype community of tomorrow, planned for 20,000 permanent residents.

The development is scheduled to open to the public in January 1971.

TAX INFORMATION—Under Florida's Homestead Exemption Law, an owner-occupied home is exempt from municipal and county taxes for the first \$5000 of assessed valuation. No taxes are levied on real estate for state purposes. Florida has no income tax and sales taxes are not considered a general tax due to the exemption of certain items. Florida cities and counties levy general real property taxes.

William R. Moul, CTC, USN



"First . . . I'm going to ask for a volunteer."

Looking Forward to Tropical Duty With Family in Guam? Housing Is at a Premium

If you anticipate a tour of duty in Guam in the near future, better seriously consider leaving your family Stateside.

Housing of any nature is at a premium, no matter whether it's off base or public quarters at one of the various military housing compounds.

In spite of the 2110 existing housing units, military men ordered to Guam who need a two-bedroom house may expect to wait five to six months for government housing. The waiting period for a three-bedroom unit is from nine to 11 months.

The squeeze applies to those assigned to ships homeported at Guam as well as to men assigned to military installations.

Be that as it may, here is a thumbnail sketch of living conditions in Guam as seen by those who are there:

All officers are eligible for Navy public quarters, as are enlisted petty officers second class and above. Men who are PO3s are also eligible if they have four or more years of service for pay purposes and are assigned to Guam for a two-year tour.

Navy quarters are furnished with an electric stove, freezer, refrigerator, beds, mattresses, chests and desks. An extra refrigerator is handy.

The island is warm and humid and is not kind to overstuffed and veneered furnishings. The climate is also unhealthy for carpeting. In addition, appliances and silverware are subjected to corrosion by the salt air.

To combat all this, the Navy has "hot locker" space to combat mildew. The hot lockers work well for books, shoes and clothing.

Off-base housing is expensive and hard to find. If you do locate quarters in the civilian community, more often than not you will find them below the standards to which you were accustomed in the United States.

The rent will be higher. A two-bedroom house rents for \$150 to \$200. It will probably be wiped out in the next typhoon that comes along. So will your furniture.

At the moment, authorization has been obtained for the construction

of an additional 200 units in Fiscal Year 1968. Funds have not yet been allocated for this construction. However, the continued growth of the military population will outstrip the building program for some time.

Wilhoite's Reenlistments

When USS *Wilhoite* (DER 397) plies the coastal waters of South Vietnam to prevent Viet Cong infiltration, the patrols mean hard work in hot weather and long hours for the crew.

Work, heat and long hours notwithstanding, nine of *Wilhoite's* petty officers lined up on the deck recently, raised their right hand, and reenlisted for another tour in the Navy.

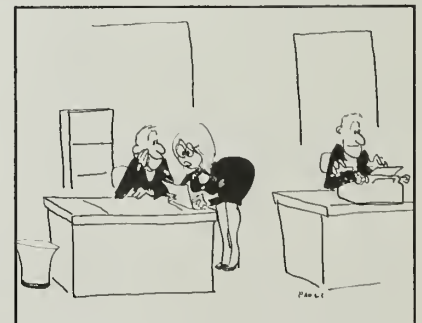
It was the first reenlistment for six of the petty officers and they took advantage of the Navy's STAR (Selective Training And Retention) program.

As every Navyman knows, the career advantages offered by STAR are considerable and the hard cash the variable reenlistment bonus provides can't be ignored, either. For shore-based Navy men it can mean a new car. For those overseas, it can mean an investment at 10 per cent interest.

Wilhoite's petty officers collected a nice bundle for spending or investing. The total tax-free bonus paid to them amounted to \$35,000. Most of it went to the men who reenlisted for the first time.

The advantages for everyone were obvious: The men who reenlisted had money in their pockets and further opportunity to grow professionally. The Navy gained continued benefit from the petty officers' 52 years of collective experience and was saved the expense of training new men.

J. H. Pooli, IC1, USN



"I don't understand how you ever made rate, I have to explain every little detail to you."

Deadline Nears for Submission of Your Command's History

YOUR COMMAND did something notable this past year. Even if you don't think so, the Chief of Naval Operations does. In fact, by 1 March, every ship, naval command and established shore or field activity is required to submit to CNO a history of its activities during the previous year.

These histories are essential if the Navy is to maintain a proper record of its experience and if the achievements of individual commands are to be preserved.

Large shore commands, ships, and other Fleet commands have long sent in histories. Now, however, even relatively small shore or field activities must submit brief accounts of their year's achievements so that these can be remembered for the future.

Information contained in histories is used to answer queries from the public and as material for current official studies as well as to develop morale and pride in the Navy. Eventually, the documentation of each command becomes the basis for compiling official naval histories.

A few words concerning the preparation of the past year's history might be in order at this point.

Because of the great diversity of commands, histories are expected to vary widely in content and length. There are certain characteristics, however, which should be common to all.

Manuscripts should be typed double-spaced on standard letter-size paper. If you have charts, tables, photographs, documents and graphs to illustrate the written material, by all means include them.

A good way to identify the major sources of information contained in your history is by using footnotes. In this manner, the user who requires more detailed information can readily identify the basic documents.

If used, footnotes showing the originator, serial and date of the source document should be typed single-spaced at the bottom of the page or at the end of the history.

Your primary aim should be the presentation of a complete summary of command information; therefore, you should use classified material

Louis Giordano, RMSN, USN



"It'll never go. Not enough sail."

whenever it is necessary to achieve this end.

Literary masterpieces are not expected. Clarity, however, is essential. This quality can be achieved by a simple, logical and concise presentation.

Avoid abbreviations and technical jargon when writing. If code words are necessary, they should always be defined.

You should, of course, be well on the way to completion of your command history. The recommended procedure is to begin early. Do not wait until the end of the year to begin collecting historical data. Continual attention during the year not only makes writing easier, but it assures a more complete final product.

Documents can be set aside and rough chronological drafts written throughout the year. This procedure pays dividends when the final deadline approaches.

No one person in a command knows everything that goes on. Historians should consult others concerning sources of information and major occurrences.

If this is not done, it is a safe bet that something important will be overlooked. Another method of insuring completeness is to circulate a draft of your history to as many knowledgeable people as possible before the final document is written.

Each history should be organized along the following broad lines: brief

over-all chronology; command organization and relations; operations or activities; special topics; and documentary annexes.

Incidentally, documentary appendices can be very helpful to the command historian. If, for example, the report of an operational exercise is well detailed in an annex to the history, it is not necessary to cover the same exercise in great detail in the basic narrative.

One point to remember, however, is that the total history must be thorough and detailed. You should take special pains to give precise information on the where, what, when, why, and how of every event. For example, it is not sufficient to remark in passing that five shipwrecked sailors were rescued during the year. The exact dates of the rescues, precise locations, the names of the persons rescued and their disposition, the identification of naval units and men making the rescues, as well as orders or commendations received from higher authority, need to be indicated.

It should be noted also that the presentation of such details can, with not too much effort, be made interesting and readable. A good example is the ship's log of *uss Triton* (SSRN 586), kept by her skipper, Captain Edward L. Beach, during the sub's famous submerged circumnavigation in 1960.

Although admittedly written with future publication in mind, this ship's log is a fine illustration of how to make a set of facts and figures become intensely readable.

Here are excerpts from Captain Beach's log as *Triton's* crew prepares to transfer Chief Radioman J. R. Poole to *uss Macon* (CA 132) for medical treatment:

"5 March 1960.

Our rendezvous with *Macon* is for 2 A.M. At 0100 we slowed and come to periscope depth. *Macon* is out there waiting for us.

The rendezvous is perfect. She is heading south, we north, and the two ships meet at the designated position.

0245—Approximately in position for the transfer.

0250—Broached on safety tonk. Ship's draft reduces to 40 feet, indicating that the top of the conning tower is five feet out of the water. . . ."

The hatch is opened, and Captain Beach goes topside. Preparations are made for the transfer of Poole.

"The boat is alongside, bow painter around the cleat and held by Wilmot Jones. Two men in the boat hold her off from our side with reversed boathooks. Chief Fitzjarrald and Sawyer steady Poole and a couple of the men in the boat stand by to catch him. Seizing a moment when the gunwale of the boat is level with the edge of the deck, Poole steps easily and quickly into it. It is a standard Navy motor-whaleboat, evidently Macon's lifeboat, manned with a crew of about five people. It is a pleasure to watch the boat's coxswain maneuver his frail craft alongside. There is no doubt that he knows his business. Poole hasn't even got wet, and the boat's gunwale has only once touched our side.

"In a moment the riding line is cast off. The men with boathooks push hard, the coxswain guns the engine, and they are away. Another moment suffices to get George and company back on the lower bridge. Then they are below, hatch shut behind them.

"We sent a final message of thanks and then, with topside clear and hatch shut, I order Dick Harris, Diving Officer of the Watch, to return to periscope depth. The air bubble in our tanks is released, and gently Triton eases her sail into the warm sea. The total time with the bridge above water has been less than an hour. We shape our course at maximum speed southward."

As you can see, all the pertinent facts and figures are included in the

Joseph P. Fitzgerald, RM1, USN



"Keep smiling. It drives him crazy."

log, but it's a highly readable narrative.

More detailed information on the fine points of writing the command history can be found in OpNav Inst. 5750.12, Change 1.

Deep Freeze Heads South

It seemed like old home week in Christchurch, New Zealand, as units of Navy Task Force 43 gathered for Operation Deep Freeze. There was, however, little socializing and much

activity as the 13th annual operation got underway.

In the warm sunshine of late autumn, the first flight of the season left Christchurch bound for McMurdo, the Navy's largest Antarctic station. As soon as the weather permitted, the men on board would open the inland wintering-over stations at South Pole, Byrd and Plateau.

After several months in Antarctic darkness, happiness for the 250 Navymen and scientists was a replacement, and news of the party's arrival was more than welcome.

For the new arrivals, it meant the beginning of a procession of men and supplies which would move to Antarctic research stations by air and sea over a 12,000-mile supply line from the United States.

This year, more than a dozen ships and aircraft as well as nearly 2500 men of the U. S. military services will participate in Operation Deep Freeze during the southern hemisphere's summer.

They will provide supplies and transportation for civilian scientists who will conduct more than 60 scientific projects under the United States Antarctic Research Program.

Navy's Satellite Lends a Hand to U. S. Business

U. S. business will soon be able to take advantage of the Navy's satellite navigation system. This extremely useful network of satellites and ground equipment, called Transit, has previously been restricted to military use because of security considerations.

The Navy has been using Transit since 1964. Ships and aircraft equipped with the necessary receiving gear can use the system to pinpoint their position anywhere in the world.

The Transit system consists of up to four satellites, a ground tracking system and shipboard navigation equipment.

The satellites are launched into polar orbits from the Western Test Range. The satellites travel at altitudes of approximately 600 nautical miles.

The four ground tracking stations are located in Hawaii, California, Minnesota and Maine, two of which

include injection stations—meaning they can feed information into the Transit satellites as well as record tracking information.

Receiving systems, consisting of a radio receiver and an associated computer, can be installed aboard ships or aircraft.

As each satellite passes within range of a tracking station, the doppler shift of the satellite transmission is recorded and forwarded to a central computer, where it is used to predict the satellite's precise orbit path. Data on this path for the next 13 hours is then transmitted to the satellite, where it is recorded in the satellite's memory system and re-transmitted from space as the orbiting Transit satellite continues on its way.

Shipboard receiving stations pick up these broadcasts, recover the information on the satellite's orbit path. Navigators compute the satellite's position and, using the dop-

pler shift of the satellite transmission, figure the ship's position.

Because of the extreme accuracy of the Transit system, U. S. business has shown increasing interest in Transit over the past several years. For example, Transit could be extremely useful to civilian industrial oceanographers and off-shore oil exploration companies.

The Navy plans to provide the National Security Industrial Association with the necessary technical information and documentation concerning the shipboard receiving systems. NSIA will send this information—on an equal basis—to interested U. S. companies.

Much of the satellite information and tracking station data would remain classified, of course, as it is not needed for receiver operation. Any sale to foreign purchasers would be subject to normal munitions control procedures and export control regulations.

This Can Save You Money: Roundup on Travel During Leave

A RUSH OF TRAVELERS during the last Christmas and New Year's holiday season has once again emphasized the importance of planning your leave in advance. Reduced fares offered to military passengers by air, rail and bus carriers can save you money, but if your travel arrangements are not made in advance, you could find your saving involves more trouble than it's worth. What's more, if you don't check ahead of time, you may plan on a reduced fare and then, when you arrive at the airport, find that special rates are not in effect during the period you wish to travel.

This reminder to plan your commercial travel ahead of time is contained in Leave Travel Orientation, BuPers Inst 4650.16 series. The directive describes discount fares offered by major airlines and railroads, and discusses space-available, no-cost travel on board military aircraft. The Instruction describes the assistance available to you while traveling, and how you can help to improve commercial transportation service. It also gives detailed instructions on the use of the Military Standby Authorization for Commercial Air Travel (DD Form 1580). Here's a roundup:

Commercial Air

Most airlines offer discount prices under family, youth and excursion plans, and to military passengers who possess the DD Form 1580 described below. The amount of discount and conditions of travel vary, depending on the airline used (see page 54). In any event, you should confirm your ticket cost when you make your travel arrangements.

There are two popular categories of reduced-rate travel offered to military passengers.

Military Reservation Fare—This gives you a reserved seat at a savings of about one-third of the regular fare. However, many airlines do not permit travel under this plan during weekends and holidays. You should get details from the carrier, and make your reservation well ahead of the planned travel date. You must travel in uniform and present a copy of DD Form 1580.

Military Standby Fare—This offers a savings of approximately 50 per

cent of the regular fare. You travel on a space-available, standby basis, but once you are cleared by the airline and board the aircraft, you are treated the same as a full-fare passenger.

To qualify for the military standby fare, you must be on active duty, travel at your own expense, be in uniform, and present DD Form 1580 and your leave authorization at the time you purchase your ticket. (Note that Reservists who travel to or from active duty for training are not authorized the military discounts.)

Advance reservations are not usually permitted for military standby. This is important to remember, particularly during holiday periods when it is difficult to find space on many flights. (Reservations for emergency leave passengers may be accepted at the time of ticket purchase.)

Under usual procedures, you may not register as a military standby until you appear at the airport ready for departure. You should take your completed DD Form 1580 to the check-in desk of the airline on which you wish to travel, and have it validated with the date and time. This is important; standby travel is on a first-come, first-served basis.

If you are not able to obtain space on the flight you want, you should check with other airlines for their schedules to your destination. Your check-in time is validated by the first airline, plus your standby

tickets, will be honored by other carriers.

Once you are accepted for a flight, but before you board the aircraft, the airline will advise you of the point to which you have been cleared. If this point is not your destination, you are free to decline and wait for another flight.

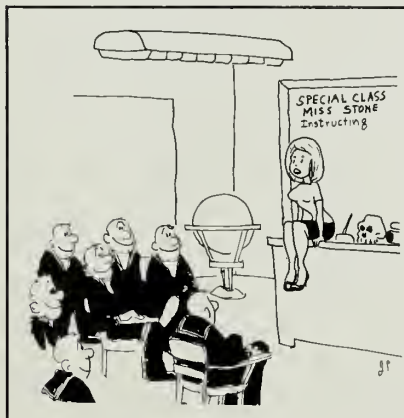
You and other military standby passengers board the aircraft in the order of check-in times shown on the DD Form 1580, and in order of the following priorities: emergency leave; convalescent and combat leave; regular leave or liberty; and those discharged within seven days. Military travelers board ahead of all other standby passengers who do not have reservations.

Once you are cleared by the airline and board the aircraft, you are treated as a full-fare passenger. You should not be removed from the flight short of the point to which you have been cleared.

Your baggage is subject to the same weight or volume limitations that apply to a full-fare passenger. Once you are accommodated, any of your baggage which is mishandled by the carrier will be treated in the same manner as that of a full-fare passenger.

If meals are served on your flight, you should receive the same service as a full-fare passenger. (Some airlines occasionally experience a shortage of meals. If this happens on your flight, you will probably be issued a complimentary voucher to cover meal expenses at your destination.)

Jeremiah H. Pooli, IC2, USN



"Well! This is a pleasant surprise. We didn't think so many Navymen would be interested in onthropology."

DD Form 1580

The Military Standby Authorization for Commercial Air Travel (DD Form 1580) may be issued to you by your command each time you are authorized to be absent from duty on leave, delay en route to a new duty station, pass or liberty, or discharge or separation. Commercial airlines may insist that you possess a properly executed DD Form 1580 before accepting you as a reduced-fare military reservation or military standby passenger.

The form is simple, and for the most part self-explanatory (see cut). However, before issuing the form,

Airline Military Standby Fares, Military Reservation Fares and Reservation Youth Fares

Here's a listing of military standby, military reservation and reservation youth discount fares offered by some major airlines. Discounts shown are approximate, and are subject to change. Fare reductions offered by commercial carriers should be verified at the time you make travel arrangements.

To qualify for military standby and reservation fares, you must travel in uniform and have a completed copy of DD Form 1580. Some airlines may require you to surrender a copy of your leave orders.

Numbers in parentheses refer to notes at bottom of listing.

Airline	Regular Leave Standby 50% Discount	Emergency Leave Reserved Seat	Military Reservation Fare 25%-40% Discount	Youth Fare Reserved Seat Below Age 22 33-1/3%-50% Discount
Alaska	X	X		X 50% to Alaska
Allegheny			X 33-1/3%	X 33-1/3%
Alaha	X	X		
American	X	X	X (2) 33-1/3%	
Banza			X 40%	X 40%-50%
Braniff	X	X	X (2) 33-1/3%	
Central	X	X		X (2) 33-1/3%
Continental	X	X (1)	X (2) 33-1/3%	
Delta	X	X (1)	X (2) 33-1/3%	X 33-1/3%
Eastern	X	X	X (2) 33-1/3%	
Frontier	X	X	X 33-1/3%	X 40%
Hawaiian	X	X		
Lake Central			X 33-1/3%	X 33-1/3%
Mahawk	X	X (1)		
National	X	X (1)	X (2) 33-1/3%	
New York Airways	X	X		
North Central			X 33-1/3%	X 33-1/3%
Northeast	X	X (1)	X (2) 33-1/3%	
Northwest	X	X	X (2) 33-1/3%	
Ozark			X 33-1/3%	X 33-1/3%
Pacific	X	X (1)		X (2) (4) 50%
Pacific Northern	X	X		X 50% to Alaska
Pan American	X	X	X (2) 25% to Hawaii	X 33-1/3% to Alaska
Piedmont	X	X		
SFO/OAK Helicopter	X	X		
Southern	X	X (1)	X (3) 33-1/3%	X 50%
Trans Texas	X	X (1)		X 33-1/3%
Trans World	X	X	X (2) 33-1/3%	
United	X	X	X (2) 33-1/3%	
West Coast	X	X		
Western	X	X	X (2) 33-1/3%	

Notes: (1) Reserved seat to destination on going portion only
(2) Consult airline for week-end and holiday restrictions
(3) Applicable to passenger departures on Sat., Mon., and Tue. only
(4) Reservations accepted three hours prior to departure only

certifying officers should be familiar with detailed preparation instructions contained in BuPers Inst 4650.16. Certifying officers may be officers, petty officers and civilian employees so designated by their command.

You should be issued five or more signed copies of the form—one for the ticket issuing agency, and one for each commercial flight on which you intend to travel.

The form does not in itself authorize you to be absent from duty. Air carriers have the right to inspect your leave papers and ID card at any point en route to your destination.

Wives' Travel to Hawaii

Round-trip tickets are available at reduced prices for wives of Vietnam-based Navymen who travel to the Rest and Recreation Center, Hawaii. The discount tickets, good for travel only between the West Coast and Hawaii, are issued by Pan American World Airways, United Air Lines, and Northwest Airlines.

If you are serving in Vietnam, and are scheduled for R & R in Hawaii, you may send your wife a copy of your R & R orders overstamped with a properly executed DD Form 1580. This, together with her Dependent's ID and Privilege Card, will qualify her for the reduced airline fare to join you in Hawaii.

Military Air

As a member of the military, you may travel at no cost on board aircraft of the Military Airlift Command (MAC), Navy and Air Force Reserve, and Air National Guard, plus other aircraft, including Fleet Tactical and Mission Support. It is the policy of all the services to accommodate leave personnel as passengers—on a space available basis.

Travel within CONUS—There is no specific system of priorities for space available passengers on board military flights within the continental United States. As a rule, passengers are accommodated on a first-come, first-served basis. However, most military flights with room for passengers will give priority to men on emergency leave.

A military hop is a catch-as-catch-can procedure. Most air stations have a desk or counter in or near base operations which serves as a processing

MILITARY STANDBY AUTHORIZATION FOR COMMERCIAL AIR TRAVEL							
1. LAST NAME - FIRST NAME - MIDDLE		2. GRADE	3. SERVICE NUMBER	13.	14.		
4. ORGANIZATION AND STATION		PERIOD OF AUTHORIZATION		FOR AIRLINE USE ONLY			
		5. DATE FROM	6. DATE TO				
7. I CERTIFY THAT THE ABOVE NAMED PERSON IS TRAVELING AT HIS OWN EXPENSE DURING THE PERIOD STATED ABOVE ON: (Check one only)							
A. <input type="checkbox"/> EMERGENCY LEAVE, DESTINATION _____ B. <input type="checkbox"/> COMBAT OR CONVALESCENT LEAVE C. <input type="checkbox"/> AUTHORIZED LEAVE/FURLOUGH/PASS <input type="checkbox"/> LIBERTY <input type="checkbox"/> DISCHARGE WITHIN 7 DAYS							
8. ORGANIZATION		10. CERTIFYING OFFICER'S NAME, GRADE & TITLE					
9. STATION		11. DATE	12. SIGNATURE				
DD FORM 1580 1 NOV 66		AIRLINES RESERVE THE RIGHT TO INSPECT LEAVE/PASS/FURLOUGH PAPERS/IDENTIFICATION					

S/N-0101-8-12-3000

B-21135

station for space-available passengers. There usually is no advance information on itineraries, departure times or seat availability. However, most base operations offices can give you what they may call "conus flight advisory information."

If you want a hop, it's usually a matter of being there with bag in hand and ready to go. If you're lucky, a military flight to your destination will have room for you as a passenger.

Travel outside CONUS (Military Airlift Command)—Space available travel on board MAC aircraft may be permitted if there are vacant seats after all space-required passengers have been accommodated. The MAC space available system is operated under fixed, joint-service regulations which specify that travel as such be

made available only within the following categories, in order of priority:

IA—Emergency leave to overseas area (military personnel only).

IB—Dependents and DOD civilians returning from emergency visit to CONUS.

II—Student dependents.

III—Active duty military personnel on ordinary leave, and retired military personnel and accompanying dependents.

Dependents of active duty personnel who are in pay grade E-5 or higher (or E-4 with more than four years of service) may travel MAC space available when they accompany their sponsor on ordinary leave.

MAC flights to the Pacific area originate at Travis AFB, Calif. Service to the Atlantic and European areas originates at McGuire AFB, N. J., and to the Caribbean area from Charleston AFB, S. C.

In accordance with the established priorities, assignments to available seats are made on a first-in, first-out system, based on date and time of check-in at the MAC Air Passenger Terminal. Active duty officers in grade O-6 and above may register by letter 30 days in advance of the desired date of travel. Other applications must be made in person by authorized passengers who are ready to travel.

There is no "best" time of any week or month for MAC space available travel. Waiting times vary, and are unpredictable.

Details with regard to baggage

allowance, flight insurance, transient accommodations and specific overseas destinations are contained in BuPers Inst 4650.16.

Train

If travel by land is more to your liking, you may receive a reduced "furlough fare" offered by many railroads. The price of a ticket, good for coach travel only, is about 50 per cent less than the regular fare. You must travel in uniform at your own expense, and must show leave or special liberty authorization.

Most round-trip furlough tickets are good for 90 days from date of sale. One-way tickets must be used within 45 days of purchase. The reduced-fare train tickets may be purchased throughout the year.

You may also find that a railroad

P. McVoy, LTJG, USNR



"I'll see your 25 thousand and raise you 30 thousand."

P. McVoy, LTJG, USNR



"I had to remove your top-priority urgent rush typing to complete some emergency top-cash-priority urgent typing."

family plan for travel between many points in the western and eastern states can save you money. You pay the full fare, your wife and children between ages 12 and 21 pay half-fare, children ages five to 11 pay one-quarter fare, and children under five ride free.

Bus

Reduced fares for military leave

travelers once offered by major bus companies have, for the most part, been discontinued. You should check your local bus representative for information regarding the possibility of reduced fares between specific points.

Assistance While Traveling

What do you do if you miss your flight and are stranded at the airport,

perhaps faced with the possibility of becoming AOL? This problem and others may be solved with the help of a Military Information Desk or the Traveler's Aid Society, which has desks in most major air, rail and bus terminals. A Joint Airlines Military Traffic Office (JAMTO) may also be of assistance to you while traveling.

Military Information Desks are operated by the Armed Forces at five major airports, as follows:

O'Hare International Airport, Chicago, Ill.

National Airport, Washington, D. C.

Atlanta Airport, Atlanta, Ga.

San Francisco International Airport, Calif.

John F. Kennedy Airport (International Terminal), New York.

The above sources of assistance may help you to:

- Select an alternate airline or alternate destination if you are unable to obtain a flight.

- Obtain some alternate mode of transportation, perhaps a military flight.

- Find local ground transportation.

- Contact your duty station if you are unable to return to your base on time. (Note that local military installations and recruiting offices may also help you notify your commanding officer if you have travel problems while on leave. For a local listing, check the appropriate telephone directory under "U. S. Government.")

To improve transportation service to military passengers who travel at their own expense, BuPers Inst 4650.16 encourages you to report commercial carrier deficiencies.

If you have a complaint regarding your carrier's service, you should file DD Form 1341 (Report of Commercial Carrier Passenger Service) with the Military Traffic Management and Terminal Service. If DD Form 1341 is not available, you may send a letter report to the Commander, Military Traffic Management and Terminal Service, Attn: MTMTS-PTN, Washington, D. C. 20315.

You should describe the problem and specify the circumstances, and provide complete identification of carrier, origin, destination, flight number (if appropriate) and dates.

NOW HERE'S THIS

Hot Spot (In the Sea) Is No Place for a Party

Hot spots are at times jumping with gaga girls and other lively fauna. The Coast and Geodetic Survey ship USC&GSS Oceanographer (OSS 01), however, recently found one in the Red Sea which was a lifeless depression in the ocean floor filled with concentrated brine. Not a good place for a party.

In any right-thinking and right-living ocean, the water gets colder the farther down you go. Salt content usually runs about 3.6 per cent. In the Red Sea it is normally about four per cent.

But not in the hot spots. Just the reverse is true. Here, the temperature of the water increases the farther down one goes. Saline content is higher—much higher. Almost eight times the normal salt content. A pound of water from a hot spot would be more than one-quarter salt.

Battam seawater with unusually high temperatures and salt content was first observed in the Red Sea in 1948 by a Swedish deep-sea expedition, but it remained for a British research vessel to determine, in 1964, that the battam 600 feet in a depth of 6600 feet was filled with extremely dense brine with a temperature of 111 degrees. The expedition named it Discovery Deep.

Another hot spot in the same general central Red Sea area was found by the research vessel Atlantis II to reach a temperature of 133 degrees F., and was named the Atlantis II Deep. The only other hot spot discovered until the present was Chain Deep.

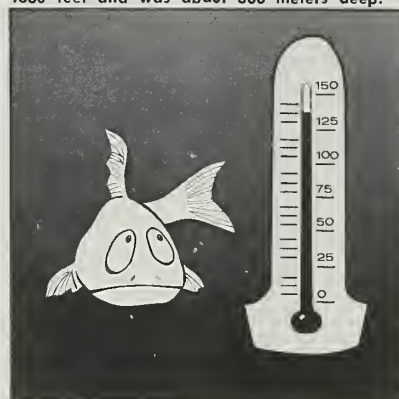
While in the area, Oceanographer took a look at the Atlantis II Deep. She found that the surface temperature of the water was 84 degrees. About 600 feet above the seabed, the temperature was 72 degrees. From there on down, the temperature continued to rise until it approached 102 degrees at a depth of 126 feet above the battam. The temperature remained about the same until 54 feet above the battam, then rose to 118 degrees in another 24 feet.

These hot spots are all located within a 10-mile area and surveys by other ships revealed no other examples until the fourth was

found by Oceanographer about 340 miles north of the others.

(It's much too early, of course, to advance any theory as to the causes of the hot spots. However, Oceanographer's discovery just about knocks out the extremely tentative hypothesis that such spots are caused by volcanic action. Two such phenomena seem to be pushing coincidence too far.)

The ship's schedule did not permit her to return to the site. However, on the basis of the profile reflection record, it was determined that the new hot spot was located in a depth of 4680 feet and was about 300 meters deep. It



was named Oceanographer Deep. The other three hot spots all were located at depths greater than 6000 feet.

Temperature readings were not taken. The ship was able to identify Oceanographer Deep by characteristics common to all of them. These are layers of same unknown composition which show up as profile reflections when recorded aboard the ship. The layers were found suspended at various depths throughout the deeps.

Some 150 to 200 gallons of water were gathered from the Atlantis II Deep by Oceanographer. This will be analyzed in an attempt to determine what causes the high temperatures. Apparently the phenomenon does not exist elsewhere.

No night life—or any other—was found in these hot spots.

A Factual Report on a Most Dangerous Subject

Here's an account that comes from the Naval Ammunition Depot at Hawthorne, Nev., on a subject that is close to its heart. As reported in the "Safety Review," NAD Hawthorne personnel are safety-conscious not only on station but off station, and they promote all kinds of safety programs.

It's appropriate, therefore, that safety-prone Hawthorne-ites should have something worthwhile to say on one aspect of this broad program—traffic safety.

GAS KILLED A lot of people last year.

Two per cent inhaled it.

Three per cent touched a match to it.

Ninety-five per cent stepped on it.

SPEED is the number one factor in vehicle accidents. Not in the sense that high speed alone is hazardous, but driving too fast for conditions is. Seventy mph on a modern freeway when the weather is clear is comparatively safe. Conversely, 30 mph may be too fast if visibility is restricted and the road surface is slippery.

Over most of the nation, the winter months are brutal for the driver and the normal hazards encountered in vehicle operation are augmented by adverse road and weather conditions, poor visibility, ice and snow. Here are some factors to consider:

• **THE WEATHER.** The sun is low on the horizon. Rain, snow, and fog reduce visibility, sometimes to a few

feet. Frost on the windshield and windows adds to the handicap.

• **SLIPPERY ROADS.** Driving under normal conditions on a dry paved highway, at a speed of 60 mph, you need 300 feet to bring your vehicle to a stop. If the pavement is coated with ice or snow, it could take up to 1000 feet to stop your car from 60 mph. The need to operate your vehicle according to conditions is obvious. Get the feel of the road by applying the brakes at low speed. Learn how to come out of a skid by turning the front wheels in the direction of the skid. If you lack experience in driving under adverse conditions, take it easy until you know you are in control. You cannot regulate the weather but you can regulate your driving.

• **SAFE FOLLOWING DISTANCE.** One of the cardinal rules of safe driving is to allow plenty of operating distance between your car and the vehicle you are following. If the car ahead makes a sudden, impulsive stop or turn, you will have time to take evasive action. And remember, you will need three to 10 times the normal distance to stop on ice and snow.

• **CARBON MONOXIDE.** This highly poisonous gas is more prevalent in cold weather. You cannot see, smell, or taste the fumes, but they are deadly. Make certain there is enough air circulating in your car to avoid this hazard. Cold air is better than none.

• **VISIBILITY.** When snow, sleet, rain, fog, and other conditions restrict your vision, speed should be reduced to the point where your ability to stop is well within your ability to see ahead.

• **THE DRIVER.** Accept your responsibility. Condition your car to meet foul weather conditions. Check the tires, brakes, lights, muffler, battery, wiper blades, and steering. Then check yourself.

Many drivers, when involved in an accident, are always quick to place the blame on outside forces. "The sun was in my eyes." "There was ice on the road." "The car ahead stopped suddenly." Stop alibiing—the car usually doesn't cause accidents, nor does the road. And don't blame it on the weather.

It's the driver, for he is the only one in a position of control. He can, if he will, adjust his driving to meet existing conditions. He can, if he will, operate his vehicle in a cautious, considerate manner. He can, if he will, drive defensively and avoid accidents.

Here's a portrait of the man who causes accidents:

• The driver who pulls out from a parked position or parks his car—without looking.

• The driver who passes on hills and curves and makes a snake trail through traffic.

• The driver who operates at excessive speed regardless of road and weather conditions.

• The driver who gets "oiled" or "boiled."

• The driver who tries to steer peering through a hole the size of a hat on a frosty windshield.

• The driver who is temperamental or intemperate, inconsiderate, or horn happy.

Highway accidents are the result of inattention, chance taking, excessive speed, recklessness, poor judgment, overconfidence, fatigue, emotional immaturity, and many other causes which only the driver can control.

Courtesy and consideration toward others is the mark of a mature and socially responsible driver. Accept your responsibility, drive defensively, yield the right-of-way, obey the Golden Rule of the road and always drive so that your license will expire before you do.

Billups E. Lodge, CDR, USN



"This is Janes, the station karate champion. He would like to get a 'Na Salute' chit."



"Oh, the groceries will fit okay, but you'll have to take a bus home."



FOR YOUR CONVENIENCE

THERE'S ALWAYS the possibility of getting off on the wrong foot when you arrive at your new duty station with your family and learn that the housing list is a month long and that the only other shelter readily available is a \$10-a-day motel room.

As a result, your dislocation allowance disappears, taking with it a large share of your Christmas sav-

ings. It can be rather depressing.

However, the odds are getting better than ever that some day in the future you will not be faced with such a depressing situation because the Navy is trying to provide a network of temporary havens across the nation and overseas for traveling Navy families.

These havens—temporary guest houses and overnight motel-type

rooms—are thus far located at 13 naval stations and seven Marine Corps activities spread throughout 13 states, the District of Columbia, and six overseas facilities. Almost daily the list continues to grow.

A typical example of the Navy guest house facilities available may be found at NAS Jacksonville, Fla. Operated by the local Navy Exchange, as all naval guest houses are,

LOCATION	FACILITIES	RATES	OCCUPANCY
MCAS Yuma, Ariz.	HH: five 2-bdrm o/c furn tv. No cooking. No pets. w/d, cribs, linen, towels available.	\$5 doily.	3 days—may be extended.
MCB Comp Pendleton, Calif.	HH: 40 2-bedrms, cofeterio, linen, towels, cots, cribs, laundry rm, communal both, no pets.	\$3.50 per rm; \$1 cots; \$.50 cribs.	2 weeks—may be extended.
NAF El Centro, Calif. 92243	GH: 7 units with communal kitchen, utensils, towels, linen provided—crib, laundry available. Snock bor. Pets allowed with Security Off tog.	\$3.50 per single day; \$2.50 for 2 or more days plus \$1.50 linen fee.	15 days—one extension of 30 days allowed upon approval of commanding officer.
MCAS El Toro, Sonto Ana, Calif. 92709	HH: 23 rms eo with 1 sgl, 1 dbl bed. Ref, bottle warmer, cribs, laundry, w/d, irons available, communal both; towels/linen provided. No pets, (boarding info at HH).	\$3 doily.	3 days—may be extended upon approval by OIC.
USNS Washington, D. C. 20390	Motel Cottages: 3-, 2- & 1-bdrm units, all furn, utensils, dishes, cots, cribs, loundromat, phones, beauty shop/borber.	\$7-6.5 doily.	15 days max.
NAS Cecil Field, Flo. 32215	EM Guest Motel: (4 units) 3-, 2-bedrms. 'O' Guest House—3 bdrm. All o/c, furn, utensils, cots/cribs, loundromat, meals of cofeterios, messes, clubs nearby. No pets except fish, birds.	Motel: 3-bdrm \$7; 2-bdrm \$6; GH: \$7 doily.	15 days max.
NAS Jacksonville, Flo. 32212	Motel Guest Houses: eight 3-bdrm & 10 2-bdrm units. Fully equipped kitchens, towels/linens, cots/cribs/ loundromat available. Grocery store, meals of NX cofeterio. No pets except fish, birds.	\$7, 3-bdrm; \$6, 2-bdrm, doily.	15 days max.
USNS Mayport, Flo. 32228	Motel Trailer units: eleven 3-bdrm, five 2-bdrm. o/c, furn, cooking utensils, dinnerware; towel/linen service, cots, cribs, laundry pickup, grocery & NX snock bor meals available. No pets except fish, birds.	\$6.50, 3-bdrm. \$5.50, 2-bdrm, doily.	30 days.
NAS Pensacola, Flo.	GH Apts: eight 2-bdrm, eight 1-bdrm; o/c, furn, utensils, TV, dinnerware, doily towel/semiweekly linen service; cots/cribs, w/d loundromat available. No pets except fish, birds.	\$7.50, 2-bdrm; \$6.50, 1-bdrm; doily.	10 days, normally.
NAAS Whiting Field, Milton, Flo. 32570	Motel: nine 1-, 2- and 3-bdrm units. Kitchens, cots/cribs; towel/linen service. Doily laundry pickup & delivery; grocery shop, restaurant, Open Messes; no pets.	\$7.50, 3-bdrm; \$6.50, 2-bdrm; \$5.50, 1-bdrm; per day.	30 days if under PCS order; otherwise only seven days.
NTC Boinbridge, Md. 21905	GH: 29 rms with 4 sets adjoining. Communal kitchen (sandwiches only); communal both. towels/linen/cots/cribs available. w/d; lounge w/TV; cofeterio/messes. No pets.	\$5 dbl; \$4 sgl; 50¢ for each additional person with max. of 4 persons per room.	30 days if under PCS order; otherwise seven days.
NAS Grosse Ile, Mich. 48138	GH: six 1-rm units with 4 beds; one 1-rm unit with 2 beds; communal kitchen (sandwiches only); communal both except for one unit; daily towel/semiweekly linen service; cots/cribs/laundry; cofeterio/messes available. No pets.	\$4, four persons; \$3.50, three persons; \$3, dbl; \$2.50, sgl per day.	15 days, normally.

NAVY GUEST HOUSES



the facilities consist of 18 units, eight of which are three-bedroom dwellings and 10 are two-bedroom units. Daily rates: \$7 and \$6, respectively.

Kitchens are fully equipped with utensils, dinnerware, pots and pans. Each unit has a private bath, and daily towel and semiweekly linen service is provided. Also available: cots and cribs, and the use of a coin-operated laundromat. Additional

convenience is marked by the availability of groceries at two stop-and-shop express stores on the base and inexpensive meals at the NX cafeteria.

While arranging for reservations may differ elsewhere, at NAS Jax they may be obtained by writing to the Navy Exchange. All military personnel, their dependents, relatives and guests, and official guests of the

station, are eligible to use the houses, normally not to exceed 15 days. This is generally true of all guest house operations, both Navy and Marine Corps, with the exception of those specifically noted.

Key: FCFS—first come, first served.
w/d—washer and dryer.
a/c—air-conditioner.
HH—Hostess House.
GH—Guest House.
ref—refrigerator

RESERVATIONS/ADDRESSES	ELIGIBILITY	CHECK-IN	CHECK-OUT
Accepted upon receipt of \$2 deposit. FCFS basis. Held for 12 hours. Write: Recreation Officer, U.S. Marine Corps Air Station Yuma, Ariz. 85364. Ph. 602, 725-2278.	All military personnel, their dependents and bona fide guests.	Recreation Officer, Bldg. 968, day or night. Payment in full required at time of registration.	By 1100. Any portion of time thereafter subject to full rate charge.
Required—FCFS basis also. Held until 1800 or as confirmed. Write: Base Hostess House, Bldg. 1146 Marine Corps Base, Camp Pendleton, Calif. 92055. Ph. 714, 722-4111, Ext. 5194.	All military personnel and their dependents.	At Hostess House at any hour.	By 1200 without prior arrangement.
Accepted up to 3 weeks in advance of arrival. FCFS basis also. Held until 2400. Write: Navy Exchange Office, Naval Air Facility El Centro, Calif. 92243. Ph. 714, 352-3310, Ext. 396 or 398.	All military personnel and their dependents. Priority given to individuals reporting for permanent duty.	During working hours, at Navy Exchange; after working hours, at Base Security.	By 1300 without prior arrangement.
No advance reservations accepted. Availability based on FCFS at time of registration or by phone early on day of registration. HH located in Bldg. 258. Ph. 714, 832-2484.	All military personnel and their dependents.	At Hostess House. Payment in full required at time of registration.	By 1100 without prior arrangement.
Required FCFS basis. Held until 1800 without confirmation, or until 2300 with confirmation. Write: Navy Exchange, Bellevue Naval Housing, 12 Bowline Green, S.W., Washington, D. C. 20032. Ph. 202, 562-9382.	All enlisted personnel authorized unlimited exchange privileges and official guests and visitors of the command.	Before 2300 at reservation desk, Bellevue Cottage Office. Deadline for arrival is 2300.	1200 daily. Late check-out subject to full rate charge.
Accepted FCFS basis. Held until 1400 or as confirmed. Reserved accommodations have priority over extensions of stay. Write: (for GH) Commanding Officer's Secretary, Naval Air Station Cecil Field, Fla. 32215. Ph. 904, 771-3211, Ext. 201. (for Motel): Navy Exchange Office, Bldg. 5. (Ext. 376).	All personnel authorized unlimited exchange privileges, dependents, guests and relatives, and official guests of command.	At Personnel Services Desk, NX Country Store, Bldg. 5: 0900-1630 Mon.-Fri.; 0900-1300 Sat.; otherwise notify NX Office to leave keys with OOD at Main Gate.	By 1200. Late check-out without prior notice subject to one-half rate charge up to 1400; full daily charge after 1400.
Accepted FCFS basis up to four months in advance. Held until 1400 or as confirmed. Write: Navy Exchange Office, Bldg. 27, Box 13, Naval Air Station Jacksonville, Fla. 32212. Ph. 904, 389-7711. Ext. 665.	All personnel authorized unlimited exchange privileges, dependents, guests and relatives, and official guests of command.	At Bldg. B03, Apt. 1	By 1200. Late check-out without prior notice subject to one-half rate charge up to 1400; full daily charge after 1400.
Accepted FCFS basis up to 60 days in advance. Held until 1400 or as confirmed. Write: Navy Exchange Trailer Facility, U.S. Naval Station Mayport, Fla. 32228. Ph. 904, 246-5336.	Military personnel, their dependents, relatives and guests, and official guests of command.	At Trailer Facility located south of Lake Wonderwood between officer/enlisted housing.	By 1200. Late check-out without prior notice subject to one-half rate charge up to 1400; full daily charge after 1400.
Accepted FCFS basis up to 30 days in advance if accompanied by one day's payment. Held until 1600 or as confirmed. Deposit forfeited unless cancellation received one day in advance. Write: Navy Exchange Guest House, Naval Air Station Pensacola, Fla. 32508.	All military personnel, their dependents and guests. Individuals reporting to area for duty given priority.	During working hours, at NX Guest House, Bldg. 221; after working hours, at NX Canteen, Bldg. 634 until 2200. Payment in full required on first day of occupancy.	Not later than 1300.
Accepted on FCFS basis. Held until 1400 or as confirmed. Write: Branch Manager, Navy Exchange, Naval Auxiliary Air Station Whiting Field, Milton, Fla. 32570. Ph. 904, 623-3643, Ext. 387 or 437.	All military personnel, their dependents and guests.	During working hours, with Owens Court Canteen Manager, adjacent to Mogdo Village just outside Main Gate. Otherwise, with OOD.	Not later than 1200.
Accepted one month in advance on a FCFS basis. Held until 2100 or as confirmed. Write: Navy Exchange Guest House, Bldg. 409, Naval Training Center Bainbridge, Md. 21905. Ph. 301, 378-2121, Ext. 278.	All military personnel, their dependents and bona fide guests.	At Guest House, Bldg. 409, 24 hours; no advance payment.	As stated at registration.
Accepted on FCFS basis. Held until start of next working day. Write: Navy Exchange Officer, Naval Air Station Grosse Ile, Mich. 48138, Ph. 313, OR 6-3600, Ext. 268 (on Wed.-Sun.); Ext. 211 (on Mon.-Tue.)	Military personnel, their dependents and guests. Priority given to individuals reporting for duty	During working hours, at NX Office; after working hours, at Main Gate or with JOOD.	Not later than 1400.

NAVY GUEST HOUSES

LOCATION	FACILITIES	RATES	OCCUPANCY
NAAS Fallon, Nev. 89406	Motel: three 4-rm. cottages with kit. Towel/linen/laundry service; cats/cribs, snack bar/Open Messes available. No pets except fish and birds.	\$5.50 per day.	15 days, normally.
NAS Lakehurst, N. J. 08733	Motel: eight units with living room, 2 bdms and kitchen. a/c; towel/linen service; cats/cribs/TV available; no laundry; eating facilities nearby. No pets.	\$6 per day.	7 days max.
MCB Camp Lejeune, N. C. 28542	HH: 29 rooms. No kitchen facilities; communal bath; towels/linens provided; w/d; cats/cribs available; snack bar/cafeteria in HH. No pets allowed.	\$3.50, rm with dbl and sgl bed; \$2.50, rm with twin beds; 50¢ additional per day for cots/cribs.	5 days, with a 5-day extension on space available basis only.
MCB Camp Lejeune, N. C. 28542	GH: 38-rm Jr. GH; 4-rm Sr. GH. No kitchen facilities; community refrigerator; private baths only in Sr. GH; towel/linen service; w/d in Jr. GH; TV in lounge areas; COM (Open) next door. No pets.	Sr.: \$5 per day; Jr.: \$4 per day. 50¢ for cot/crib.	Sr. GH: 5 days. Jr. GH: 15 days.
MCAS Cherry Point, N. C. 28533	HH: 16 rms. Small communal kitchen, no large meals; private baths; towels/linens provided; w/d; lounge w/TV; playground; meals available at snack bar and OPEN messes. No pets.	\$4, dbl; \$3, sgl; 50¢ for each child under 12.	5 days, normally; may be extended as space available.
USNH 17th St. and Pattison Ave., Philadelphia, Pa. 19145	Motel Suites: 2 w/kitchens, 4 without; towel/linen service; cats/cribs/laundry and meals in hospital. No pets.	Singles: \$5, \$7, \$8.50, \$10.50 daily; Doubles: \$5.75, \$7.75, \$9.25, and \$11.25 daily. 50¢ additional for each adult. Children under 12 free.	3 days, normally.
USNS Charleston, S. C. 29408	Motel Trailer Units: sixteen 2-bdrm, six 3-bdrm, a/c, kitchens. Towels/linens/cribs/laundry/cafeteria and grocery store available. No pets except fish and birds.	\$7, 3-bdrm; \$6, 2-bdrm; per day.	15 days max. Extension may be granted by CO.
USMCRD Parris Island, S. C. 29905	HH: 30 rooms. Limited kitchen facilities; towels/linens provided; cribs/laundry/beauty parlor/rec room w/TV/snack bar and restaurant. no pets.	Military: three persons \$2.50; dbl \$2; sgl \$1.50. Civilian: three persons \$6; dbl \$5.50; sgl \$3.50.	7 days max.
NAAS Chase Field, Beeville, Tex. 78102	Motel Trailer Units: three 3-bdrm; three 2-bdrm. Equipped kitchens. Daily towels/semiweekly linens; no cots/cribs. Laundry available; meals in NX, clubs. No pets except fish and birds.	\$7.50, 3-bdrm; \$6.50, 2-bdrm; per day.	10 days max.
NAS Corpus Christi, Tex. 78419	Motel Trailer Units: four 4-bdrm; five 2-bdrm. a/c; equipped kitchens; daily towel/semiweekly linen service; laundry pickup service; cribs/grocery items available. No pets except fish and birds. (Kennel info available).	\$6.50, 3-bdrm; \$5, 2-bdrm; per day.	10 days, normally.
MCS Quantico, Va. 22134	HH: 72 rooms. No kitchen facilities except for baby food preparation. Towels/linens and laundry service available. Eating facilities nearby. No pets.	\$4, twin beds w/communal bath; \$4, dbl bed w/semi-private bath; \$5, twin beds w/semi-private bath.	5 days—may be extended upon OIC approval.



RESERVATIONS/ADDRESSES

Accepted one month in advance on FCFS basis. Held until stated time of arrival or as later confirmed. Write: Navy Exchange, Naval Auxiliary Air Station Fallon, Nev. 89406. Ph. 702, 423-2211, Ext. 2400 or 2516 (Mon.-Fri. until 1700); Ext. 2449 after 1700 and on weekends and holidays.

Accepted on FCFS basis. Held for 24 hours of confirmed arrival date. Write: Motel Reservations, Navy Exchange, Naval Air Station Lemoore, N. J. 08733. Ph. 201, 657-7805, Ext. 297 (on weekends: Ext. 464).

Accepted up to one month in advance on FCFS basis. Reservations must be paid in advance. Held until 1000 unless confirmed of later arrival. Write: Manager, Camp Lejeune Hostess House, Marine Corps Base Camp Lejeune, N. C. 28542. Ph. 919, 346-2111, Ext. 7-5708.

Accepted up to three months in advance on a FCFS basis. Must be reconfirmed one month prior to arrival. Held for 24 hours. Write: Officer in Charge, Commissioned Officers' Mess (OPEN), Marine Corps Base Camp Lejeune, N. C. 28542. Ph. 919, 346-2111, Ext. 6-6188.

Accepted up to 30 days in advance on FCFS basis. Held until 2330. If later arrival not confirmed, billing will be made. Write: Hostess House, Marine Corps Air Station Cherry Point, N. C. 28533. Ph. 919, 447-2111, Ext. 3558 or 2538.

None accepted. Strictly FCFS basis. Ph. 215, 755-8721.

Accepted up to three months in advance. Priority given to visiting dependents/relatives of military personnel confined to Charleston Naval Hospital. Otherwise, FCFS basis. Held until 1600 or as confirmed. Write: Navy Exchange (Dept. K-8), Bldg. 143, U.S. Naval Station Charleston, S. C. 29408. Ph. 803, 743-5540.

Accepted with advance deposit on a FCFS basis. 10 rooms reserved for personnel reporting for duty or being transferred. Write: Officer in Charge, Base Hostess House, Marine Corps Recruit Depot Parris Island, S. C. 29905. Ph. 803, 524-2111, Ext. 4629 (EMs); and Ext. 5705 (officers).

Accepted up to three months in advance on FCFS basis (except for priority). Held until 1400 or as confirmed. Write: Navy Exchange, Navy Auxiliary Air Station Chase Field, Beeville, Tex. 78102. Ph. 713, FL 8-1120, Ext. 451.

Accepted on FCFS basis with reserved accommodations having priority over extensions of occupancy. Held until 1400 or as confirmed. Write: Navy Exchange, Naval Air Station Corpus Christi, Tex. 78419. Ph. 713, WE 7-2811, Ext. 514 (from 0800-1630) or Ext. 535 (from 1630-0800).

Required at least two weeks in advance of arrival, with deposit of one day's rate. FCFS basis. Held only until 1400 if no deposit is made. Write: Officer in Charge, Hostess House, Marine Corps Schools Quantico, Va. 22134. Ph. 703, 172-8295 or 172-8138.

ELIGIBILITY

All military personnel, their dependents, relatives and guests, and official guests of the command.

All military personnel, their dependents, relatives and guests, and official guests of the command. Priority given to persons arriving for or departing from permanent duty at NAS.

All enlisted personnel and their dependents.

All officer personnel and their dependents. Sr. GH for 0-5 and above; Jr. GH for 0-4 and below.

All military personnel and their dependents.

Visitors and dependents of critically or seriously ill patients.

Individuals authorized unlimited exchange privileges, visiting relatives of military personnel, and official guests of the command.

All military personnel, their dependents, relatives and guests.

Individuals authorized unlimited exchange privileges, visiting relatives and guests of military personnel, and official guests of the command. No minor dependents without parents or guardian. Priority given to individuals with orders to NAAS or tenant activities.

All military personnel, retired members, dependents, relatives and guests, and official guests of the command. No one under 16 years old without parent or guardian. Sponsor must be identified by civilians.

All military personnel and their dependents.

CHECK-IN

At Navy Exchange between 0800-1700 Mon.-Fri., and 0800-1400 Sat.; after 1700 on weekends and holidays, at Enlisted Men's Club. Advance payment required at registration.

During working hours, at NX Office, Bldg. 193; after working hours, with reservation at JOOD duty desk, Security Bldg. 255; without reservation, at EM Club. Advance payment required at time of registration.

At Hostess House. Advance payment required at time reservation is made.

At COM (OPEN).

At Hostess House located near Joint Reception Center on station. Desk closes at 2330.

During working hours, at NX Office; after working hours, with OOD. Advance payment not required, but recommended.

At Motel Unit Eleven. Payment required at time of registration.

At Hostess House. Payment required at time of registration.

During working hours, at NX Service Station; after working hours, with OOD. Motel located near Main Gate.

Motel Office, Bldg. 1262, NX Service Station. Motel located adjacent to NAS South Gate.

At Hostess House any time after 1400. Advance deposit required.

CHECK-OUT

By 1200 without prior arrangement.

Not later than 1100.

Not later than 1000.

Not later than 1200.

Not later than 1200.

Not later than 1400.

Not later than 1200 without prior arrangement.

Not later than 1100.

Not later than 1200.

By 1200. Late check-out without prior notice subject to one-half rate charge up to 1400; full daily charge after 1400.

Not later than 1200.



NAVY GUEST HOUSES

LOCATION	FACILITIES	RATES	OCCUPANCY
MCS Quantico, Va. 22134	GH: eight suites; 10 rooms with twin beds. Same with kitchens/private baths; towels/linens/daily maid service; laundry/meals available.	1 apt. w/2 bdrms, kit, lvrn, bath, TV, \$12.50; VIP 2-bdrm apt., \$12; 2-bdrm suite w/2 baths, \$7; rms w/bath, \$5.50; rms w/cammunal bath, \$4.	5 days, normally.
USNS Adak, Alaska	GH: one family unit w/dbl bed, 3 sgl beds and crib. Four units with twin beds. Family unit has equipped kitchen, w/d; all have towel/linen service provided; private/semiprivate baths; pets permitted.	\$3, dbl; \$2, sgl; children 6-16 yrs, 50¢.	15 days, normally.
USNS Kodiak, Alaska	GH: nine units. Communal kitchen equipped; daily towel/semiweekly linen service; private baths; cribs/laundry available. No pets, but kennels available at 75¢ (including food).	\$5 for family and \$2 for sgl occupant.	14 days, normally. Extensions may be authorized by CO. VIP quarters controlled by COM 17.
USNS Keflavik, Iceland	GH: 15 units. Communal kitchen; daily maid service; towels/linens/cribs available; semiprivate baths; laundry. No pets.	\$2 per person; \$1 for guest under 16 yrs old.	30 days, normally—may be extended by CO.
Navy Housing Activity Yakahama, Japan	GH (Hotel): 90 rms. Communal kitchen on each floor; bath facilities on each floor; cribs/beauty shop/laundry/child care/snack bar available. No pets.	\$3, dbl; \$1.75, sgl; per day.	60 days, normally.
Fleet Activities Yakusuka, Japan	GH (Hotel): 53 rms. Communal kitchen on each floor; sink in each room/bath on each floor; cribs/laundry available. Self-serve store open 0900-2300 except Sunday. No pets.	Four persons: \$6. Dbl, \$3.50; sgl \$2.50 per day.	60 days on PCS orders. 15 days max, otherwise.
USNS Midway Island	GH: six units (2 w/kit); towels/linens; private baths; pets allowed.	\$3.50, kit; \$2.50, wa/kit.	15 days, normally.
USNS Argentina, Newfoundland	GH: 26 units each w/lvrn/bdrm/bath. No kitchens. Towels/linens/laundry available. Eating facilities/kennels for pets.	\$3 per unit daily.	30 days, normally.
USNS Subic Bay, Philippine Islands	Matel: 20 units. Twin beds/safe bed; cribs; private bath; daily towel/linen/laundry/maid service; communal refrigerator/hot plate for infant care; ice/vending machines. No pets.	\$5, dbl; \$3, sgl. \$1 for each additional person over two years old. Under two free. Max. 3 persons unit including children under two.	15 days—may be extended on space available basis. Arriving guests have priority.
USNS San Juan, Puerto Rico	GH (Hotel): 87 rooms w/twin beds; a/c, refrigerator; cribs. Laundry/dry cleaning/maid service. No pets.	According to categories A, B, and C as listed under reservations.	15 days. PCS personnel may be granted extension.



RESERVATIONS/ADDRESSES

Accepted up to 30 days in advance on a FCFS basis. Held until 2400 of the day of arrival. Write: Officer in Charge, Commissioned Officers' Mess (OPEN), Marine Corps Schools Quantico, Va. 22134. Ph. 703, 172-0180 (on base: Ext. 2-0180).

Accepted up to 30 days in advance on a FCFS basis. Write: Navy Exchange Officer, Box B, U.S. Naval Station, FPO Seattle, Wash. 98791.

Accepted up to two months in advance on FCFS basis. Held until time stated or as confirmed. Dependents authorized "entry approval" have priority. Reservations have priority over extensions of stay. Write: Navy Exchange, Naval Station, Box 31, FPO Seattle, Wash. 98790.

Accepted up to one month in advance on FCFS basis. Write: U.S. Naval Station, Navy Exchange 280-030, Box 10, FPO New York 09571.

Accepted not more than 30 days in advance of arrival on FCFS basis (waiting period for guest house accommodations is about 30 days). Write: Personal Services Manager, Bayside Courts Guest House, Navy Housing Activity, FPO San Francisco, Calif. 96661.

Accepted not more than 30 days in advance on FCFS basis (waiting period for accommodations is about 30 days). Write: Personal Services Manager, Navy Exchange #260-010, Box 1B, FPO San Francisco, Calif. 96662.

Accepted up to two months in advance of occupancy on a FCFS basis. Normally limited only to personnel departing Station. Write: Navy Exchange Officer, Box 29, U.S. Naval Station, FPO San Francisco, Calif. 96614.

Accepted on FCFS basis; emergency situations handled on space available. Write: Navy Exchange 280-010, Box 44, U.S. Naval Station, FPO New York, N. Y. 09597.

Accepted not more than 30 days in advance on FCFS basis in following priority: (1) dependents of Fleet personnel assigned to ships visiting Subic Bay; (2) U.S. Fleet personnel accompanying dependents; (3) military personnel with dependents transiting Subic Bay in leave status; (4) U.S. civilian employees with dependents transiting Subic Bay in leave status; (5) official visitors (not under orders); (6) guests of military personnel assigned duty in Subic-Cubi area; (7) guests of civilian personnel assigned duty in Subic-Cubi area; (8) other visitors as specified by CO. Held until time stated or as confirmed. Write: Navy Exchange Officer, U.S. Naval Station, FPO San Francisco, Calif. 96651. Ph. 44-25000.

Required, but not accepted more than 30 days in advance on FCFS basis. Held until 1600 unless later arrival confirmed. Rates vary according to following categories: (A) Individuals in PCS status awaiting government housing: service charge equal to daily BAQ rate for first 30 days then normal charge (B) applies. (B) Individuals on leave, R & R, retired, civilian guests: single or double, semiprivate bath, \$5; small w/bath, \$6; large w/bath, \$7; suite, \$9. Individuals on leave not incident to PCS will forfeit BAQ after seven days. (C) Individuals in TDY status (not granted when accompanied by dependents): GH considered Govt Qtrs for per diem purposes, semiprivate bath, sgl, \$2; dbl, \$4; small w/bath, sgl, \$3; dbl, \$7. Write Navy Exchange Guest House, U.S. Naval Station, Box 29, FPO New York, N. Y., 09550. Ph. 772-0080, Ext. 520/623.

ELIGIBILITY

All officer personnel, their dependents and guests.

All military personnel and their dependents.

All individuals authorized unlimited exchange privileges.

Individuals authorized unlimited exchange privileges, visiting relatives, guests of military personnel, and official guests of command.

Personnel and their dependents awaiting permanent housing in area.

All members of the U.S. Armed Forces and their dependents.

Personnel and their dependents departing the station who have vacated Public Quarters. May, on occasion, be used by reporting personnel whose assigned Public Quarters are not ready on arrival. (There are no commercial hotels on Midway.)

Personnel authorized unlimited exchange privileges and bona fide guests.

Military personnel assigned to U.S. Fleet units and their bona fide dependents; military personnel, civilians and their dependents entitled to overseas differential pay when traveling, but not permanently assigned duty in Subic-Cubi area; official guests of command in Subic area; relatives and guests of personnel assigned duty in Subic-Cubi area as specifically approved by CO, Naval Station.

All individuals authorized unlimited exchange privileges, official guests of commands in San Juan area, and bona fide guests of active duty military personnel stationed in San Juan area.

CHECK-IN

Registrations made in Harry Lee Hall. Guest rooms also in Waller Hall annex.

At Navy Exchange Office, or OOD.

At Navy Exchange Office, or OOD.

At Navy Exchange Office, or OOD.

At Bayside Courts Guest House.

At Navy Exchange Office, Yokosuka Naval Base.

At Navy Exchange Office.

At Navy Exchange Office.

At Navy Exchange Office.

Guests must register in Guest House Office, Room 610 (first deck of Wing 6, Bldg. 2).

CHECK-OUT

Not later than 1200.

As arranged at time of registration.

As arranged at time of registration.

As arranged at time of registration.

As arranged at time of registration.

As arranged at time of registration.

As arranged at time of registration.

As arranged at time of registration.

Not later than 1200 without prior approval. Late check-outs subject to full rate charge.

By 1200 on day reservation terminates. Late check-outs subject to full rate charge.



TAFFRAIL TALK

WHAT IS A Navy pilot's life *really* like? Apparently, it depends on your point of view. If you take the word of news releases emanating from pilot training bases such as NAS Pensacola, Fla., and NAAS Chase Field, Texas, you find that he has spent countless hours of dedicated in-class and in-plane study before earning those Navy wings of gold.

If you are an attractive young lady, and have spent any time at all in the company of a Navy pilot, you are only too well aware that he is something resembling a composite of Mercury, Hercules, and Alexander the Great.

If, on the other hand, you are the fifth grade researcher we recently heard about, you have a much different conception of what a Navy pilot's life is like.

This young future aviator agrees about the glamorous aspects of being a pilot and he goes on to write:

"I want to be a naval aviator when I grow up because it's a fun job and easy to do. Pilots just don't need much school, they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if lost."

"Pilots should be brave so they won't be scared if it's foggy and they can't see or if a wing or a motor falls off they should stay calm so they'll know what to do."

"Pilots have to have good eyes, so they can see through clouds and they can't be afraid of thunder and lightning because they are closer to them than we are."

"The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think flying is dangerous except pilots because they know how easy it is."

"There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them."

"I hope I don't get airsick because if I get airsick, I could not be a pilot and I'd have to go to work."

So jet jockeys please note. The secret is out. You don't have to kid us any more.

We now know how easy it is to be jolted from a standing stop to 100 miles an hour in three seconds. We know it's a piece of cake flying into the enemy's flak while you check your targets on those bridges in North Vietnam.

And how easy it is fighting off those SAMs while you make your way back to the coast. Don't put us on.

The "letter" was sent to us by Journalist Second Class Bob Hince, of Naval Auxiliary Air Station Chase Field. He says it appeared on his desk one day, scrawled in crayon on thick-lined paper. He sees no reason to doubt its origin.

Actually, it is more likely that somewhere in the Fleet there is a *Phantom* flyer (we'll go to any lengths to use a pun) with a gleam in his eye and a crayon behind his ear.

★ ★ ★

A recent letter to our editor pointed out that we had called the destroyer *uss Nicholas* (DD 445) the "Road Runner," while everybody knows that *uss W. R. Rush* (DD 714) is nicknamed the "Road Runner." Will the real road runner step forward.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: BEST OF CARE**—Froamed by fog and woke, hospital ship USS Soncuary (AH 17) takes care of war wounded while anchored in Do Nong harbor. The floating hospital contains 750 beds and 20 wards.—Photo by Donald F. Grontham, PH1, USN.



LOOKING *into* HIS FUTURE



**TRAVEL...
ADVENTURE...
ADVANCEMENT...**

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614

ALL HANDS



THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



MEDAL of HONOR
Seaman David G. Ouellet, USN

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MARCH 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1968

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NUMBER 614

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The Chief of Naval Personnel
REAR ADMIRAL BERNARD M. STREAN, USN
The Deputy Chief of Naval Personnel
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ALL HANDS

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The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



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Taffrail Talk

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• **FRONT COVER: TOP HONORS**—Seaman David G. Ouellet, USN, the second Navyman to be awarded the Medal of Honor for heroism in Vietnam, gave his life to save his shipmates. Seaman Ouellet, crewmember of River Patrol Boat (PBR) 124, was serving on a patrol in the Cua Dai tributary of the Mekong River and noticed suspicious activity ashore. As the PBR approached the area, Ouellet was the only crewmember to notice a grenade being launched at them. Shouting a warning to duck, Ouellet left the protection of the forward gun mount, dashed toward the stern, pushed the boat captain down, and absorbed the blast of the grenade with his body. As a result he lost his own life in protecting his shipmates. (A detailed account will appear in the April 1968 issue of ALL HANDS.)

• **AT LEFT: STARBOARD AND PORT**—Greyhounds of Destroyer Division 222 cruise in formation in waters off the coast of Oahu, Hawaii. DDs pictured are USS Damato (DD 871), USS Waldron (DD 699), USS Leary (DD 879) and USS Cony (DD 508)—Photo by L. P. Bodine, PHCM, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



RAINMAKER—Aircraft carrier *USS Independence* (CVA 62) steams along in cloud of water during firefighting tests.

'Purple K' and 'Light'

THE NORFOLK-BASED aircraft carrier *USS Independence* (CVA 62) has been carrying out a series of tests of the Navy's newest firefighting and fueling ideas.

The flattop was used as a floating test bed for two new firefighting chemicals. Also tested was her water washdown system as a firefighting tool, and a new "double probe" ship-to-ship fueling device.

The 80,000-ton carrier had just completed a nine-month major overhaul in the Norfolk Naval Shipyard

when she made the firefighting tests.

The Navy tested "Purple K" powder and "light water" combination as part of its current study aimed at better control of flight deck fires.

Purple K, a Navy-developed dry powder extinguishing agent, put out fires—especially gasoline and oil fires—faster than any substance known.

Light water is a fluorochemical surface active agent, which prevents re-ignition. The new synthetic compound dissolves in water, and makes

water float on gasoline in a "coherent film" sufficient to prevent gas vapors from being ignited. This prevents highly flammable vapors from forming and escaping. Light water is considered to be one of the most effective blanketing agents known.

DAMAGE CONTROL personnel aboard *Independence* had the assistance of Helicopter Combat Support Squadron Two. During some of the tests, a *Seasprite* UH-2 helo applied the light water from tanks mounted on the fuselage. The rotor downwash of the helicopter caused the compound to fog, or break up into a fire-smothering cloud on its way down, making the technique doubly effective.

Light water came from below, too, pumped through the water washdown system. (The washdown system in action looks like a gigantic lawn sprinkler layout, creating a salt-water fog all over the four-acre flight deck.)

Even if the chemical spray does not completely reach the entire burning area, the light water liquid solution will rapidly spread over the surface of the fire and prevent re-flash.

The helicopters, if placed in firefighting service aboard ship, would hover in a safe position clear of

FIRE SMASHER—Carriermen conduct suitability tests with Purple K powder.



launching and landing aircraft. In event of fire, they would rush to the scene of any mishap.

Light water, used in conjunction with Purple K, shows considerable promise for controlling fires.

THE DOUBLE PROBE is the newest ship-to-ship fueling device. The system uses two fuel hoses, cutting the time ship and tanker must spend together.

Ships, like aircraft, take extensive precautionary measures while hooked to a tanker. The expected advantage of the probe concept is that it allows instant breakaways without broken hoses, with resultant hazards and spillage.

Here's how it works:

Two fully charged probes, much like two garden hoses tied together with the nozzles turned off, are ex-



WET WORK—Washdown system sprays during firefighting experiments.

Water' Washdown

tended from the ship providing the fuel. These probes lock automatically into specially fitted receptacles on the ship receiving the fuel. In case of emergency, the providing ship can break contact immediately. This eliminates the need for cumbersome hose fittings to be uncoupled manually in event of a possible collision.

Double Probe was put to a test under realistic conditions as the Fleet oiler *uss Pawcatuck* (AO 108) and *Independence* encountered heavy seas and stormy weather in the Atlantic. (See p. 27 for illustration.)



FROM THE AIR—Specially equipped *Seasprite* (below) attacks 'fire' with light water firefighting foam. Above: View shows washdown system in action.





OUT, OUT—Turretman hits with foam.



Firefighting students rescue dummy as handline man watches for reflash.



SWISH—Instructor shows how to use Purple K extinguisher. Below: Mockup is used to train crash crews.



CRITIQUE—Students get the word.



Crash Crewman

IT'S ONLY STEEL GRATING in the shape of a fuselage, the form in the cockpit is just a dummy. But when the mockup becomes aflame, it appears as though it were the real thing.

That's what students of the Aviation Crash Crewman School are taught at NATTC Memphis, Tenn., as they learn the skills of aircraft firefighting.

Each class—usually a group of 25—attends 160 hours of instruction, including 42 hours of classroom work and 118 hours of practical exercises. Training aids soon become familiar as the student gets the feel of cotton-lined asbestos parkas painted with aluminum fireproof covering, protective hoods and fireman's hip boots.

During his introduction to extinguishing agents, the student learns that soybean, horn and hoof meal; oxblood; and corn protein are not the ingredients of a health food cocktail, but instead are the components of a mechanical foam concentrate, such as that type used in fighting aircraft fires.

The latest methods of crash crew firefighting, including the agent called Light Water and the Twin Agent Unit (TAU), are all part of the school's curriculum. TAU, a method of combining the dry chemical PKP (potassium bicarbonate called purple "K" powder) and Light Water in a twin nozzle assault, is one of the latest firefighting developments expected to be used in the Fleet this year.

Mat (or runway) firefighting training is not the only practical experi-

ence the AVCC student receives. For instance, in learning to drive an MB-5 fire truck, he must learn to operate its five forward gears and its engaging pump. In addition, he must learn truck maintenance as a part of his job.

Before facing the burning mockup, the student firefighter practices extinguishing fires in a pit where jet fuel has been ignited. After mastering the pit fires with hand-held PKP extinguishers, he moves on to the mockup, usually in his fourth and last week of training. In this last week, however, each student will combat at least 35 fires—seven fires in each of five positions: driver, turret man, handline man, senior rescue man and junior rescue man.

By the time graduation day arrives, the crash crewman has knowledge of the basic structure of aircraft, arresting gear, ejection seats, emergency opening of cockpits, and landing and takeoff procedures including air traffic control, runway signals and the like.

He will be well versed in the types of fuels and flammable materials familiar to naval aviation and the principles of their combustion. He will be familiar with various aviation ordnance and communications, and the circuits and mechanisms of fire trucks and fire extinguishers of various types.

That's not all. Alertness and speed are important attributes of the crash crewman.

In other words, he will be prepared for the possible moment when steel grating turns out to be the real thing. —R. L. Posner, JOSN, USN.



Oscilloscope and monitor are checked by N. H. Hicks, ICFN.



PLAT broadcasts flight deck activities throughout ship.

Pilots Go for PLAT

WHAT's a PLAT? The dictionary has quite a few definitions for the word, but if you ask a Navy pilot flying with the Seventh Fleet he'll have a different answer.

Safety is a key factor in any naval aviator's operation whether on a training mission or flying a combat mission over Vietnam. Assisting these men flying round-the-clock missions in all kinds of weather is a system called PLAT . . . Pilot Landing Aid Television.

Essentially, PLAT is a closed-circuit television system used on all Task Force 77 carriers to monitor and record flight operations should fate, malfunction or pilot error erupt into an incident or accident on the carrier's flight deck.

By use of the PLAT system, the incident is immediately beamed to officials who might not have been on the scene. Secondly, the video tape system ensures a record of the incident for later review. In case of pilot error, a senior naval aviator can go over the action with the pilot involved and point out exactly what

went wrong and possibly why.

One of the more popular features of the PLAT system is the transmission of flight operations via a special hookup with the ship's regular TV station. This affords off-duty crewmen far below decks the opportunity to see flight deck operations and thus reduce the flow of kibitzers to the hazardous expanse of the flight deck.

USS *Constellation* (CVA 64), flagship for the Seventh Fleet Attack Carrier Striking Force, is one of the ships finding PLAT of great value during operations off the coast of Vietnam. Manned by three interior communications electricians, the PLAT system's daily operation goes to work whenever flight ops begin and ends whenever the last plane is safely back aboard.

Day in and day out, while *Connie* and other carriers making up the Strike Force launch their air missions, the PLAT system will be beaming its pictures through the numerous TV sets throughout each individual ship.

—Story and photos by
Jim Ferrell, JOC, USN



LTJG H. G. Sherman uses PLAT to debrief pilots. Below: Returning jet is on camera.

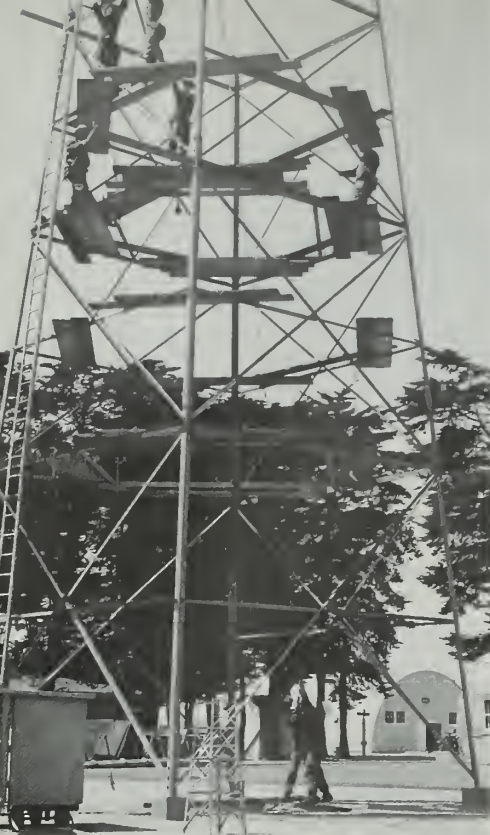


Video tape of morning takeoffs is readied for rerun.



High above flight deck W. F. Keel, PH3, operates camera.





UP AND AWAY—Steelworkers build towers and several other types of structures for Class "A" course.



CONSTRUCTION MECHANICS learn how to repair a diesel tractor during class at Naval Construction School. Above: Future builder learns masonry.



EQUIPMENT OPERATORS practice classroom-acquired skills in training area.

VISIT TO CAN DO

SEABEES CAN build anything. If you don't believe this, just ask one and he'll tell you. In the Seabee vocabulary the four-letter word "can't" is missing.

The reputation of the men in the construction ratings developed as they gained rapid prominence during World War II. Today, that reputation remains—there is one important difference, however. During World War II the Seabees entered the service as well trained men in their trades. Now the greatest number of new Seabees enter the service untrained.

What helps to keep the old "Can Do" spirit still going strong is U. S. Naval Schools, Construction (NAVSCON), Port Hueneme, Calif.

Consisting of approximately 140 acres of classrooms, workshops, administration and field training areas, NAVSCON trains men in eight Navy ratings: builder (BU), construction electrician (CE), construction me-

chanic (CM), equipment operator (EO), engineering aid (EA), illustrator draftsman (DMI), utilitiesman (UT), and steelworker (SW).

Each year approximately 4000 men pass through the formal schools and emerge with either new or sharpened skills. In addition, Fleet training at NAVSCON for men in the battalions and practical factor training for Reserves boosts the total number of students even higher.

The value of such training can be seen by a simple look at the responsibilities faced by the modern Seabee. Whether working on an airstrip in Spain, housing on Okinawa, a building project in the icelands of Antarctica or as a member of a Seabee team somewhere in the jungles of Southeast Asia, the men of the construction ratings have to know exactly what they are doing and exactly how to do it.

With this aim in mind, NAVSCON takes the first step with the Constructionman, providing a basic foundation in his responsibilities and seeing that he's physically fit. After the foundation has been laid, the men are sent into the field where they will further develop the skills necessary to fulfill the Seabee tradition of construction and maintenance for the U. S. Navy and Marine Corps anywhere across the world.

LET'S VISIT the eight schools which comprise NAVSCON.

First stop is the Builder School. The Seabee Builder has to know not only how to wield hammer, saw and framing square, but he must also be able to operate pneumatic drills, vi-



ELECTRICIAN (right) on lofty job.

COLLEGE

brators and compressors.

Today's BU must know building materials and how to place, reinforce, finish and cure concrete. At NAVSCON the student begins by learning brickwork and concrete block laying, then advances to such matters as the principles of construction involved in building waterfront structures. He must also be aware of the action of the tides and their effect upon construction.

Working as a roofer, the builder is required to apply hot and cold roofing surfaces, and know how to maintain them. Cabinetmaking, tank and tower erection, and caisson and cofferdam building all fall within his area of responsibility.

Furthermore, he must be completely familiar with electric- and gasoline-powered field and shop tools, pile driving operations, logging methods and sawmill operation.

The builder reaches his full potential when he is capable of constructing the piers and landing areas needed to bring his materials ashore. He can establish the building site, make a layout for excavation and find the sand and aggregates on site for foundations. In addition, he mixes the concrete, pours the foundation and erects members of the structure. His work includes roofing, sheathing, laying the floor and finishing it, and painting the building.

MOVING ON to Steelworker School, we witness the working of a rating which has changed rapidly in the last few years due to great advances made in metals.

Training in metallurgy is part of



the Steelworker rating qualifications, and the steelworker must know the physical characteristics and properties of the metals he works with. Practical testing procedures to identify the metals as well as their weights and dimensions are learned.

The steelworker becomes an expert on rigging work, running block and tackle and the erection of hoisting devices. He must know metal preparation for welding, brazing and cutting, and oxy-acetylene welding and oxy-acetylene soldering equipment.

In the field, the fully trained steelworker can expect to be faced with the responsibility of erecting prefabricated metal structures, quonset huts, Butler buildings, towers, tanks, bridges and pontoons.

Although their training at NAVSCON does not qualify the students as experienced steelworkers, it does provide them with a base on which to develop their latent skills.

THE NEXT STOP on our trek through the Seabee College is Equipment Operator School. Here, young men are trained in the proper use of the latest earthmoving equipment now used by forces in the field.

Students are given preparatory classroom instruction and then moved from the chair to the caterpillar where they obtain actual, live experience under similar conditions encountered in the field. They become familiar with tractor-dozers, scrapers, trucks, tractor-trailers, motor graders, cranes and rock crushing equipment.

Handpicked Class "C" personnel from the mobile construction battalions receive high-level training to develop their skills and supervisory potentials at Rose Valley in the Los Padres National Forest. It is 45 miles from Port Hueneme.

Training is conducted at Rose Valley as the result of an agreement with the U. S. Department of Agri-



SURVEYING SAILORS—Engineering Aids practice with surveying equipment during 14-week construction course.

Hueneme Has School for Draftsmen

The only NAVSCON school which trains a non-Seabee rating is the Illustrator Draftsman School.

This school acquaints the student with military drafting standards, drafting instruments and their use, various forms of lettering, geometric construction, fundamentals of sketching, projections, publications and filing.

Students at DMI School are also instructed in hull and deck con-

struction, compartmentation, and piping, heating and ventilation systems. Conventional drafting practice pertaining to ships in general is also a part of the training as is aircraft nomenclature.

The draftsman learns lettering for illustration, exonometric review, perspective projections, rendering and sketching techniques, cartooning, human proportions, composition, layout and design.



DRAFTING STUDENTS learn Navy techniques while at Seabee school.

culture's Forest Service. Included on the Seabee's schedule of projects are road building, widening and draining; fire breaks; heliports; well drilling; impounding lakes and dams; and clearance of campsites.

Upon completion, these accomplishments become permanent contributions to the public in the form of recreational facilities in the National Forest.

In the area adjoining Equipment Operator School, we visit the training grounds for the men who repair the equipment: construction mechanics.

AT CONSTRUCTION MECHANIC School, trainees learn all phases of equipment repair, plus how to operate a multitude of mobile machinery—gasoline- or diesel-powered. In one training session the Seabee mechanic learns to repair a fuel injector on a diesel engine, while in the next he learns to make a similar repair to a gasoline engine.

Tasks of the CM vary from those requiring a micrometer to those calling for a sledgehammer, from small, delicate parts to heavy, cumbersome pieces such as booms, tractors, dozer blades and heavy gears that need a crane to hoist and handle them.

In addition, the CM must keep all equipment ready to go all the time.

Like equipment operators, some construction mechanics are chosen to receive Class "C" training at Rose

Valley. There they learn to service equipment under severe conditions of weather and terrain, to repair and fabricate parts where no shop exists, and to prepare completely for any eventuality.

NEXT ON THE NAVSCON tour is the Construction Electrician School where the young Seabees learn about the installation, repair and general maintenance of electrical and electronic equipment.

The CE is the Navy's man on the power pole. He soon learns to string wires, set insulators and splice multiple wires. First he learns to erect the pole, then how to scale it and finally how to perform high line work.

The construction electrician studies the principles of magnetism, how to compute voltage and resistance, how to determine the proper wire sizes for carrying specific electrical loads and the principles of the electron.

Bringing wires from the outside to all areas inside a building and the proper installation of switches from a blueprint are also jobs of the CE. He learns to wire a switchboard, how a telephone operates, and at the advanced level, how to install and maintain intercommunication systems.

WHEN IT COMES to heat, water and sewage the Seabees turn to another rating with another training ground. To learn more about it, we visit Utilitiesman School.

A Utilitiesman must know the physical laws pertaining to heat exchange, how to make adjustments of refrigeration and be familiar with different types of air-conditioners. He erects and repairs boilers; installs and maintains plumbing lines and fixtures; designs, sets up and keeps operable sewage disposal facilities; and installs and repairs refrigeration and air-conditioning units.

The UT must make a reconnaissance for water and know the use of geological structures to determine its presence. Where the only supply of water is brackish, he must know how to treat it chemically and distill it to make it safe.

Other things on the UT learning list are: the principles, operation, service and application of pumps and compressors for utilities and component equipment for major utility installations. Over and above his

trade, the UT should know something about electricity in order to operate the electrically controlled boilers, pumps and refrigeration equipment.

In addition to the Navymen, UT School also trains Air Force personnel for six weeks of their 11-week 03 level course in heating.

OUR FINAL STOP on the NAVSCON trip is Engineering Aid School, training ground for the newest Seabee rating. Established in March 1961, it incorporated the old surveyor rating and the construction part of the draftsman rating.

The Engineering Aid is schooled in the surveying of construction projects, and mapping and drafting as applicable to Seabee construction. His studies include architectural, structural, mechanical and electrical drafting for the installation and maintenance of building components and correction, revision and filing of prints in each of these skills.

Also included in the EA training

schedule are planning and estimating, in which phases the engineering aid coordinates personnel and labor requirements for MCB deployments. He also learns techniques of testing in which he field-tests soils, concrete and asphalt to determine whether job specifications laid down by the Navy are being met at the project site.

Briefly, training at the NAVSCON schools is divided into three levels. Totaled, there are eight approved Class "A" (basic apprentice) courses, six approved Class "B" (advanced supervision and foremanship) courses and eight Class "C" (specialty) courses.

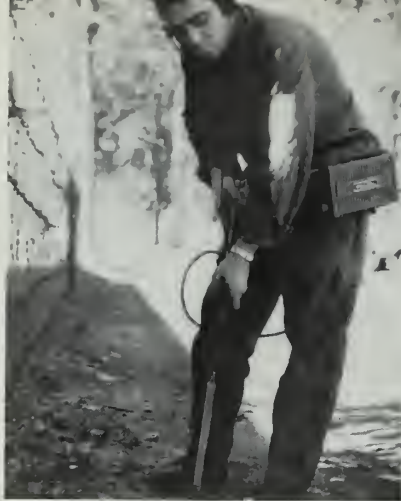
This short visit to the Seabee College provides only some of the highlights of Seabee training. After the students learn theory and show that they are capable of putting it into practice, they graduate into the field where their newly acquired skills are put to the test. From there you can see the results for yourself.—

Dave Dunbar, JOSN, USN.



AFTER GRADUATION—Seabees make use of construction school training as they build runways, above, or help to wire electricity to new buildings.





Search for buried bomb is made by S. Suttan, AO1, USN



Saigon EOD team members scramble to answer another call.

A Bang-Up Job



EOD team member R. B. Puice, AO1, USN, looks at collection of ordnance gathered from Saigon area.



Live ordnance is set up for disarming in special bunker. Below: Explosive head is removed.



TWO MEN RUN toward a truck filled with special equipment. The truck goes speeding through the narrow, crowded streets of Saigon with its red light flashing and siren screaming.

The Navy's EOD (Explosive Ordnance Disposal) team is answering another call. There's a terrorist bomb planted somewhere in the city.

The primary job of the EOD team is to make safe any type of ordnance that is endangering life or property. It's a job that demands training, skill and nerve.

The team has responded to every sort of terrorist activity in Saigon and vicinity. It has cleared mines from the harbor and it has disarmed claymore land mines in front of U. S. billets. It has flown into the jungles of the Mekong Delta to disarm and destroy dud bombs dropped by aircraft; it has destroyed bombs and TNT found in the wreckage of downed aircraft. (The TNT is a valuable prize to the Viet Cong.) Sniper fire is just another hazard.

Each team consists of one officer and two enlisted men; there are three teams rotated between the three branches—Saigon, Nha Be, some 13 miles southeast of Saigon; and Cat Li, approximately eight miles east of Saigon.

To become a member of an EOD team requires extensive training. First, the men are trained to be professional divers in a 10-week course at the Underwater Swimmers School, Key West, Fla.

Then, at the school in Indian Head, Md., they receive physical fitness training and a 26-week course in ordnance. The men must be thoroughly familiar with all types of ordnance, both foreign and domestic,

that could be encountered in the field. This instruction includes classes on the so-called Rendering Safe Procedures (RSP) for all ordnance including booby traps, land and sea mines. Interestingly enough, there exists sufficient potentially active ordnance from the Civil War period to warrant special instruction in disarming techniques.

A man must be at least a third class petty officer before being considered for the schools.

DUTY IN SAIGON might be considered to be a postgraduate course. By this time, the team has collected one of the finest displays of VC booby traps and weapons ever assembled.

Many of the specimens mark a personal triumph for one or more of the team members, past or present, for each of the items has been found and disarmed by the team. The training must be sound for there have been no serious injuries to any of the team members since its founding in 1945.

The tools of the trade are specially designed, non-magnetic and spark proof. They include sonic underwater detectors such as sonar, magnetic detectors for land and sea mines and other ordnance, stethoscopes, tape recorders, publications developed specifically for rendering safe all types of known ordnance, non-magnetic SCUBA including regulators, manifolds and spun aluminum air bottles and four pickup trucks.

Outstanding training and knowledge, plus courage, are included in the gear taken along on every Saigon EOD job.

—Story by A. G. Popowitz, JOSN
Photos by F. C. West, PH3



MUD IN YOUR EYE—Seabee field mechanics repair equipment, such as this bracket, under extreme conditions.

One Example: Seabees Pass the Test *In the Field*

ONE OF THE TOUGHEST, most demanding jobs in Vietnam is being performed by Navy Seabee field mechanics. These men are responsible for keeping all equipment in the field in good operating condition and holding repairs to an absolute minimum. They are one of the keys to the Seabees' tremendous success in World War II and the present crisis in Southeast Asia. Considering that each Seabee battalion is entrusted with more than three million dollars worth of equipment, each man must be highly trained and skilled on anything from a jeep to earthmover.

Harley O. Tillman, Construction Mechanic First Class, USN, is entrusted with this responsibility in Naval Mobile Construction Battalion 121 at Phu Bai in the I Corps sector. He is assisted by a specially selected

crew which has managed to keep key pieces of equipment out of the shop.

Petty Officer Tillman brings more than 20 years' construction experience both as an operator and mechanic to the hard-pressed Seabees. Almost daily he digs into his memory bag of tricks and comes up with solutions to complex problems. He has earned the respect of his Seabee superiors and subordinates alike.

His weapons carrier is equipped with a two-way radio which keeps him in constant touch with the Seabee dispatcher for instant response to any emergency.

Tillman's experience and know-how have really paid off for the 121st Seabees who are lucky to have this "can-do" Navyman who not only "can-do" . . . but also does.

—Bob Martens, JO1, USN.



TOOLS required for almost any task are taken to the job site by a weapons carrier. Below: A loose lever put this grader out of operation until a team of field mechanics arrived. Below left: Another call, another emergency.





PARKING PUSH—A tugboat puts her bow against a freighter and eases her into berth.—Photo by K. Nichols, PHC.

Workhorses By the Yard

PUSHING THE BIG GUYS around is all part of a day's work (a 24-hour one) for the small tugboats of Service Craft Division, Naval Support Activity, Da Nang.

"Anything that can be moved, we move," says Boatswain's Mate Second Class William E. Milleson. And

that statement has become the motto of the tugboat crews.

Milleson, 24, is craftmaster of YTM-771 (Yard Tug Medium) which carries a crew of 14.

With seven years in the Navy, he appears rather young to be master of a 110-foot boat, but when he speaks

to the crew in his soft southern drawl—they listen.

"I have an outstanding crew. They all seem to get along well together—at work and at play," he said.

Tugboats are the workhorses of the harbor. There are 10 tugs of three different sizes assigned to Naval Support Activity, Da Nang. Operating around the clock, the crews find their hours long and the work demanding.

Any hour of the night or day might bring an order from Tug Control (a central dispatcher) to nudge a ship into her berth.

Placed in service in August of 1944 as YTR-508 (she was reclassified when a larger model was introduced), YTM-771 today looks as though she might have been built within the past five years.

Her decks gleaming with fresh paint, brasswork polished and lines neatly in place, the YTM-771 presents a deceptive picture of a workhorse.

The casual observer might wonder how a vessel so clean and neat in appearance could possibly be involved in much work. But work she can and work she does.

"Every Friday, if no machinery needs repairing, the men hold a complete field day from the forward bulkhead to the after bulkhead," said

TUGBOAT MEALS don't reflect small size of vessel.—Photo by R. Harris, PH2.



Engineman First Class Thomas R. Skinner, Jr.

Skinner, chief engineer aboard the YTM-771 and a veteran of some 28 years' Navy duty, declares YTM-771 to be the "best boat out here."

Skinner said whenever a helping hand is needed, the men are right on the spot with assistance.

"It's the way it has to be on a small boat," he said. "If you have a small crew, you have to work together."

According to Skinner, having the tops in engineering crews accounts for his spic-and-span engineroom.

"To me a dirty engineroom is ill equipped," he said. "If you have a clean engineroom and all your machinery is clean, you can spot trouble right away."

Meanwhile, back in Da Nang harbor, the radio gave orders from Tug Control, "Seatrail Lines—harbor entrance to pier one." Immediately, YTM-771 and crew were again functioning as a unit.

"Cast off that forward line," yelled Milleson. "Cast off aft."

The "little guy" was off again—to push around one of the big fellows.

—Ken Nichols, PHC, USN.

Rigel's Ships Store

The new ship's store aboard the reefer ship *uss Rigel* (AF 58) may not exactly be a shopping center, but it's a step in that direction.

It's a walk-in store, where the Navy customer can browse before picking out what he wants. It's built along the same lines as ship's stores aboard some aircraft carriers, and replaces a small, over-the-counter establishment.

What's more, the crew did most of the work.

Construction began last April, when the ship was in the Norfolk Naval Shipyard for a regularly scheduled overhaul. Most of the construction was done by the *Rigel* crew, with some specialized assistance from shipyard civilian maintenance teams.

The larger space—the new store is 10 by 15 feet—allows a wider range of stock items. Furthermore, the men no longer have to stand in line and ask the clerk for the items they want to examine.

As an extra convenience for the crew, a new soda fountain was installed near the store.



HARBOR WORKERS—Tugboat section at Cubi is home for off-duty hours.

Harbor Flotilla Keeps Big Boys on Move

A 22-boat harbor flotilla provides essential port services to aircraft carriers that dock at Naval Air Station, Cubi Point, and to other ships in Subic Bay.

The flotilla includes 11 tugboats; three water, three oil and two gasoline craft; and three garbage barges.

Living aboard their boats, the 237 enlisted men who man these small craft are somewhat isolated from Cubi Point and Subic Naval Station personnel. But most of them like the harbor life, and 70 per cent reportedly request extensions.

The craftmasters range in rating from a senior chief on a tug to a third class petty officer on one of the garbage barges.

In a typical month, the oilers delivered more than 15 million gal-

lons to 61 warships and civilian merchant ships. The water barges pumped more than three million gallons to 74 ships and to Grande Island, the recreation center at the mouth of Subic Bay.

Patrol aircraft from Sangley Point Naval Station—some 70 miles on the other side of Bataan—are kept flying on aviation gasoline delivered by the three gas barges. These craft deliver about one and one-half million gallons to Sangley each month.

The small craft flotilla operates its own logistics system. Housed along the Boton Wharf are machine, electrical, electronic and shipfitter's shops; a commissary to stock the crafts' galleys; a spare parts warehouse; carpentry shop; and rigging and sail lofts.

DOCK SIDE—Crews of Cubi harbor boat flotilla live aboard their craft.



Versatile Vulcan

NO ONE but those in direct contact could imagine the vast capacity of work that is done by a Navy repair ship. Versatility is a prime factor of success in the life of ships of this type.

The repair ship *uss Vulcan* (AR 5), flagship for Commander Service Force, U. S. Atlantic Fleet, is a good example of versatility and accomplishment. She has mobility and, in addition, possesses much of the industrial potential of a shipyard. Her repair personnel, all trained technicians, add up to many decades of experience in ship repair and conversion.

Vulcan can handle five ships signed in availability in a three-week period on the advance planning chart (APC). She has three servicing categories: they are alongside availability, non-alongside availability, and parent tender availability

(emergencies). And that's not all.

These are some of *Vulcan's* many repair capabilities: refrigeration and air-conditioning, underwater salvage, internal communications and internal combustion engine repair. Her crew also does such odd jobs as typewriter repair, even upholstering.

Vulcan is the prototype repair ship of her class.

The present *Vulcan* is the third ship to carry the name. The first was a schooner which served briefly (1898 and 1899) as a repair ship. The second was a fuel (coal) ship which displaced 11,250 tons. She was decommissioned in 1921.

Launched in December 1940, the first major repair job of today's *Vulcan* was on the destroyer *uss Kearney* (DD 432) which had been hit by a torpedo off the coast of Iceland in 1941.

One of her earlier repair jobs was

the emergency repair of *uss Enterprise* (CV 6).

In November 1942, *Enterprise* was at Noumea, New Caledonia, severely damaged as a result of the battle for Santa Cruz. Repairs would take at least three weeks, according to *Vulcan's* repair officer. However, the carrier was urgently needed for the upcoming Solomon Islands battle. "Couldn't *Vulcan* cut the repair time?" asked Admiral Halsey.

Vulcan could, and did. In 11 days, *Enterprise* was ordered back into service with 60 officers and enlisted men from *Vulcan*, plus a battalion of Seabees, aboard making repairs.

Vulcan was awarded a battle star for participating in the Normandy Invasion, which included the bombardment of Cherbourg in 1944.

Returning to the Pacific theater of war, she serviced merchant and naval ships at Ulithi Atoll, Caroline Islands, and in the Leyte Gulf, Philippine Islands. She was awarded the Asiatic-Pacific Campaign Medal for the period 2 Sep 1945 until 10 Mar 1946.

After the second world war, *Vulcan* returned to the United States where she was transferred to the Atlantic Fleet and homeported at the U. S. Naval Station Norfolk, Va.

During the Cuban Crisis in 1962 *Vulcan* deployed to the Caribbean where she provided services to ships engaged in the Cuban Quarantine.

In 1964 *Vulcan* participated in the largest peacetime amphibious exercise since World War II—Steel Pike I.

During the Dominican Republic Crisis in 1965 *Vulcan* served as flagship for Commander Mobile Logistic Support Group.

After Hurricane Inez in October 1966 *Vulcan* departed Norfolk en route to Guantanamo Bay, Cuba. She carried 110 tons of building supplies to the stricken naval base there.

Vulcan was launched over two decades ago, a product of imagination and insight. That planning contributes to *Vulcan's* ability to keep pace and service the needs of our modern naval vessels.

REPAIRING NAVYMEN—Instrumentman repairs comparing watch for Service Force ship. Left: A typewriter is revived. Below: Sail locker prepares new cover for a chair.





MAIDEN VOYAGE—A new type of utility boat now operating in Vietnam takes a load of ammunition to Dong Ha.

U Boat, USN

THE U BOAT steamed along the Cua Viet River. She was headed for Dong Ha, eight miles from the DMZ.

It was her maiden voyage. Actually, she is an entirely new kind of U boat—YFU 71, Yard Freight, Utility.

Gunner's Mate Third Class William Stanley manned the port .50-cal. machine gun. He kept his eyes on the river bank to detect possible Viet Cong activity.

"This is the biggest load of ammunition ever to go up the Cua Viet," said the boat's craftmaster, Chief Boatswain's Mate Leonard Crook.

YFU 71, loaded with mortar and artillery rounds, had arrived at Naval Support Activity, Da Nang, a week earlier.

"She is the first of a group of six new utility craft being built," said Chief Crook. "They will be used to supply U. S. Army, Navy and Marine outposts throughout the I Corps area."

According to Engineman First Class Donald Hofker, "We can carry more than twice the cargo of any other class U boat and go as fast or faster."

The "71", which can haul over 300 tons of cargo, also carries enough fuel for several months' steaming. "Conventional U boats can only carry enough for about two weeks," said Hofker.

The 92-mile trip from Da Nang to Dong Ha takes the 71 about 10 hours. "We go up the coast to Cua

Viet, five and one-half miles from the DMZ," said Engineman Third Class Julius Foster, who is serving in his fourth U boat in Vietnam.

"That's when it begins to get hairy," added Signalman Second Class Harold McCachren. "Dong Ha is eight miles up a shallow, narrow, winding river."

"Just navigating is a problem—and the VC know it," commented Quartermaster First Class Michael Totulis. He is now being trained as the craftmaster of another new U boat, soon to arrive in the area.

Chief Crook, who extended his tour in Vietnam, recalled times when U boats have been caught on sandbars along the river, "One night, the

Cong tried to float a TNT charge estimated at 250 pounds across the river to one of the boats.

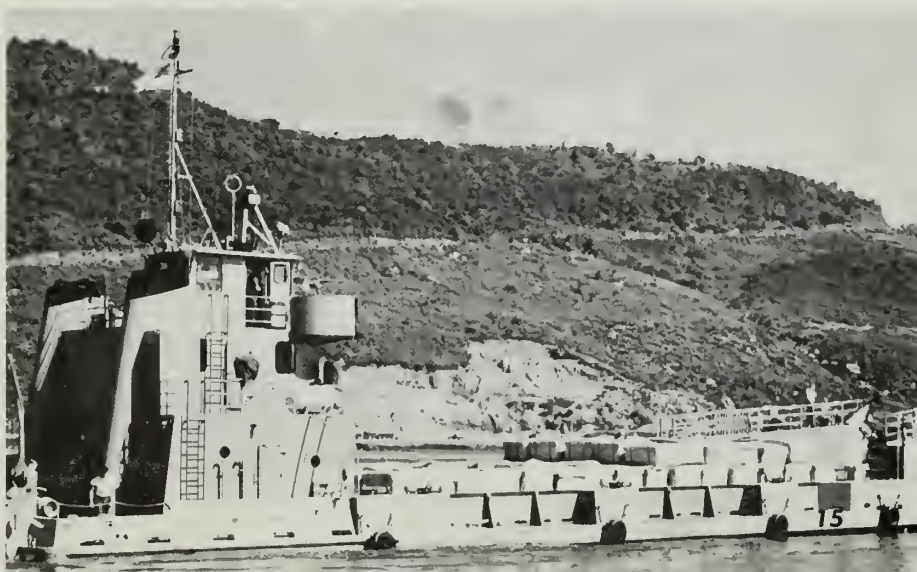
"One of the crewmen threw a grenade and set off the charge before it could get close enough."

However, "71," the largest boat ever to make the trip, had no trouble with the Cong on her first voyage. Neither did she find it difficult to navigate the river.

"In fact," said Chief Crook afterward, "It was one of the best trips I've made."

This was the crew's first trip together. There will be many more, "and we hope," said Fireman Kingsley Enos, "many records will be broken." —Dave Hough, JO3, USN.

FULL LOAD—The new utility boat is capable of transporting more than twice the load of other classes of U boats.—Photos by Dave Hough, JO3, USN.





MORE WORKHORSES—

Three Cheers for Tutuila

FOR THE *Swift* boats of coastal surveillance forces which patrol off South Vietnam, *uss Tutuila* (ARG 4) is the sea service answer to a convenient and reliable neighborhood garage.

Tutuila, an internal combustion engine repair ship anchored next to a floating drydock, is the overhaul and maintenance facility for *Swift* boats of Coastal Division 11.

Each of the *Swifts* periodically visits *Tutuila* for checkup and overhaul. First, the ARG's crane lifts the 20-ton, 50-foot-long *Swift* from the water and places it on the drydock. The hull, engines, electrical system and propellers are checked for damage.

If no major trouble is found, the

craft is given routine preventive maintenance to reduce the possibility of a breakdown later. Small cracks are sealed, chipped areas are painted and engines are tuned.

If major repairs are needed, damaged components are removed and overhauled in *Tutuila's* workshops, or are replaced with new parts.

The electric shop, for example, is equipped to rewind the armatures of motors of up to 35 horsepower, and also repairs alternators, lights, starters and batteries.

Tutuila's engine repair shop overhauls the *Swift's* engines. The overhaul process usually takes two days, and may call for new pistons, rings, rod bearings and gaskets.

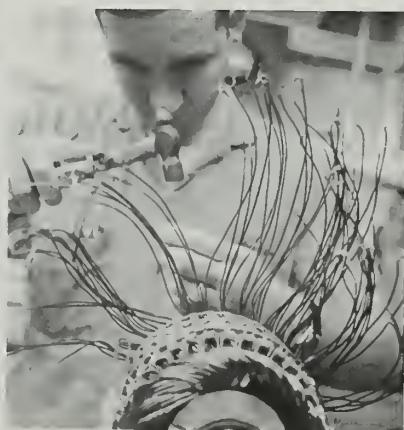
To provide good handling charac-

teristics and full speed and power, the *Swift* boat's two propellers must be balanced and properly pitched. After each blade is inspected for damage and balance in *Tutuila's* welding shop, the props are heated, one blade at a time, then placed in a block and hammered back to proper pitch. The welding shop also mends or constructs shields for the *Swifts'* 50-caliber machine guns, and with portable equipment can repair damage to hulls or structure while the *Swift* is high and dry on the float.

The *Swift* boat repair business appears to be booming. During one recent 30-day period, *Tutuila* received 300 PM job requests and 291 major repair jobs.

—R. A. Elder, PH1, USN.

SWIFT MEDICINE—*Swift* engine is worked on, electric motor rewind, and boat is lifted to float serving as drydock.



UNSUNG HEROES:

USS *Washtenaw County* (LST 1166), attached to Landing Ship Squadron Nine, is one of the many landing ships contributing to the logistic capabilities of the naval forces in Vietnam.

The Seventh Fleet LST, commissioned in 1953, and transferred to WestPac in 1960, has participated in all varieties of amphibious operations, ranging from operation Deckhouse V in the Delta to resupply of our troops at the DMZ. *Washtenaw County* has traveled over 112,000 miles throughout the Western Pacific since January 1965.

During a two-week period last fall, for example, *Washtenaw County* engaged in these activities typical of our LST units serving in Vietnam:

- After unloading a construction battalion while beached at Vung Tau, the ship embarked on an extensive penetration into the Mekong and Bassac Rivers.

- Arriving at the U. S. Army outpost of Can Tho, 120 miles upriver, *Washtenaw County* beached in the narrow river in the face of strong currents and offloaded her cargo.

- The LST began her return two days later. The ship, the largest naval vessel to supply Can Tho to date, established an LST speed record for the Can Tho-Cape St Jacques passage on her return to the sea.

- After her transit to Vung Tau, she steamed up the meandering Long Tau and Saigon Rivers to the capital city, where an airborne detachment awaited transportation to Qui Nhon, several hundred miles to the north.

- Arriving in Saigon the next day, *Washtenaw County* unloaded throughout the night and sailed for Qui Nhon on the following morning.

- After an intricate beaching and subsequent offloading, she sailed for Subic Bay, and an upkeep period.

This series of commitments—and many similar ones—are considered routine by the crew of *Washtenaw County* and her sister ships in the LST forces.

Logistic support of our ground forces can be a grueling and often unglamorous assignment, but LST sailors recognize the challenge—and the satisfaction in successfully meeting it.—A. T. Hamilton, ENS, USNR

The LSTs





HOT SHOT—USS Carronade (IFS 1) packs a big wallop with her eight rocket launchers. *Rt:* Carronade fires at night.

THE LITTLE ARMADA: Carronade and Her

In ancient times, a carronade was a short iron cannon used to lob heavy shot from ship to shore at close quarters, but nowadays it is a ship in the U. S. Navy.

uss *Carronade* (IFS 1), like her namesake, also fires inland but the shot delivered is accurate rocket fire. The point of delivery is Vietnam.

Carronade was originally intended to be used to soften beachheads before amphibious assaults and her

5-inch/38-caliber gun and eight rocket launchers equip her well for this work.

But *Carronade* has found a new job for which she is even better prepared. Her 10-foot draft makes her ideal for the shallow waters of South Vietnam's rivers and coastline and places her well within range of inland targets. She works with LMSRs.

A typical operation finds the little ships cruising about three miles off

the Vietnamese coast, waiting for the naval gunfire liaison officer ashore to clear targets with local civil and military authorities.

The liaison officer's information is then relayed to *Carronade* which takes the target under fire. If necessary, the ship's aim is corrected by an aerial spotter flitting over the coastline in a small plane.

Firing *Carronade's* rockets is somewhat more complicated than from

ROCKET MEN—Tom Scally, SN, plots course. ENS Dave Christner doubles as navigator and communications officer and (right) Mike A. Langston, SN, watches radar repeater in CIC while ship is deployed off coast of Vietnam.





TEAMWORK sends rocket rain ashore.

LSMRs

ships where the fire control problem is automatically computed. Aboard *Carronade*, these computations are made by the ship's fire control technicians by means of a ballistic slide rule.

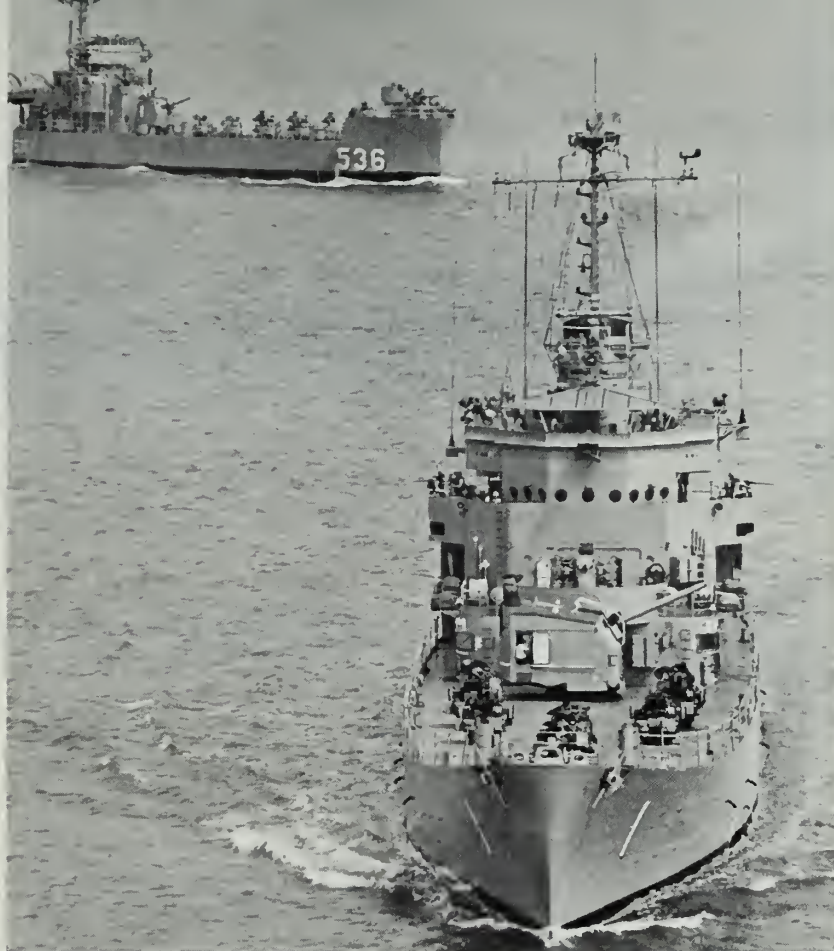
Carronade's fire support has earned thanks from forces ashore in Vietnam. The ship has protected United States and South Vietnamese outposts by showering flares to illuminate the countryside, then firing inland under the direction of land-based observers.

By using these tactics, *Carronade* has stopped Viet Cong attackers within 200 yards of friendly troops.

The little ship with a shallow draft also proves herself useful in clearing helicopter landing zones and by pouring nightly interdiction fire at suspected Viet Cong positions ashore.

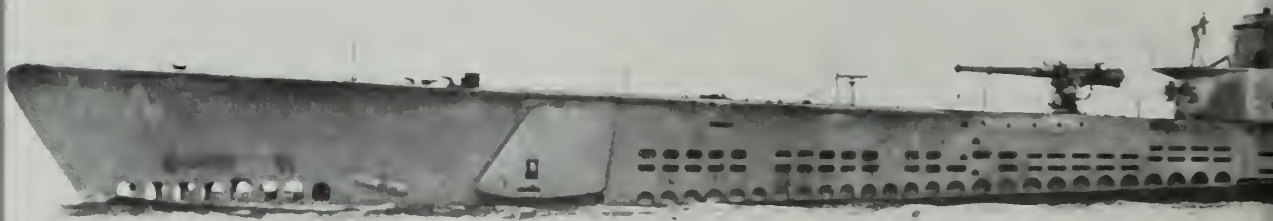
Carronade works with three LSMRs (landing ship medium, rocket). Together, they make up Inshore Fire Support Division 93. In its two years in Vietnam, the little armada has proved itself a big morale booster to troops ashore, who depend upon the Navy's rocket ships for accurate gunfire support in a tight squeeze.

—Text by W. E. Dutcher, ENS, USN



ROCKET POWER—USS *Carronade* maneuvers with LSMRs of Inshore Fire Support Division. The rocket ship team has been a big morale booster with troops.





FLEET FIRST—USS *Gato* (SS 212) was starting point of the Fleet Submarine, standard sub of WWII.

THE FLEET SUBMARINE: “Where Heroism Is

BY THE OUTBREAK of World War II the U. S. Navy had developed an undersea boat far superior to any that had yet put to sea. This boat was the Fleet Submarine.

It could remain at sea for as much as 75 days, and could travel 10,000 miles without refueling. It had an all-welded construction, an electric drive, and 10 torpedo tubes. The Fleet submarine was represented by the 77 boats of the *Gato* class. With minor improvements the design was to remain standard for all submarine construction throughout the war.

The majority of the *Gato* class boats were laid down during the period of national emergency immediately preceding the war or during the early part of the war. *uss Gato* (SS 212) was 311 feet, nine inches in length and displaced 2424 tons submerged. She carried a crew of 60, had a 3-inch, 50-caliber deck gun and a 20-mm antiaircraft mount, could make about 20 knots on surface and about nine submerged, and could go deeper than 200 feet.

Two other classes of the Fleet submarine were developed during WW

II. There was the *Balao* class, which put to sea during the middle of the war, and the *Tench* class, completed during the last days of the fighting and the months which followed VJ day. They were essentially of the same basic design as the *Gato* class, with an increase in depth as an important improvement.

As these ships left the commissioning piers, most sailed through the Panama Canal and into the Pacific.

THEY WREAKED havoc with enemy shipping and operations.

The first U. S. submarine to send an enemy ship to the bottom during World War II was *uss Swordfish*, a pre-*Gato* submarine which sank the 8660-ton Japanese freighter *Atsutosan Maru* on 16 Dec 1941.

As American industry gathered its strength and the construction time for a Fleet sub was reduced, reinforcements arrived in the Pacific and the toll of Japanese ships mounted. From an average of five or six kills a month during the early days of the war, sinkings climbed to a high of 69 during one month in 1944—a total of more than two Japanese ships sent to the bottom every day.

Tautog sank 26 ships. *Flasher* sank 100,231 tons. *Tang* sank 24 ships. *Rasher* sank 99,901 tons. *Silverfish* sank 23 ships. *Barb* sank 96,628 tons.

It was dangerous work. The Fleet submarines were feared, and were therefore hunted. Forty-seven sub-

FIREPOWER—Fleet submarines had forward and after torpedo tubes. Here, submen load torpedo at an advanced base in the Pacific before a patrol.





FLEET TYPE Gato class subs displaced 2424 tons when submerged and could go deeper than 200 feet.

Common"

marines were lost on patrol. Some 3500 submariners were lost—about one of every four men in the active submarine fleet.

HEROISM was common.

It was early morning of 7 Feb 1943. *Growler*, assigned to the southwestern Pacific, was patrolling on the surface when an enemy vessel was spotted close aboard. *Growler* prepared to attack.

The night was dark and *Growler*, still surfaced, relied on poor visibility to shield her approach. But when the range was reduced to about 2000 yards the enemy ship, which was now identifiable as a converted gunboat of about 2500 tons, sighted the submarine and changed her course to ram.

Commander Howard Gilmore, the sub's commanding officer, maneuvered his vessel to avoid the ramming attack of the gunboat. No longer in a position to fire torpedoes, the *Growler* skipper turned the tables and steered the submarine into the side of the enemy ship.

Growler was making 17 knots when she hit the gunboat on its port side, making a wide gaping hole in the enemy's plating.

But as the ship sank, it opened fire with machine guns. CDR Gilmore gave orders to clear the bridge.

Four men, two of whom were wounded, reached the conning tower—but the heavy fusillade of .60-caliber bullets ripped through the



WOLF PACK—Sub raiders rest at Pearl after Pacific patrols. Below: FRAMED Fleet sub, USS *Cubera* (SS 347), highlines personnel during operations at sea.





SILENT SERVICE—Crewmembers of USS Cero (AGSS 225) man the bridge. Below: Fleet sub rescues downed Navy airmen while patrolling off Japan.



thin side plating and mortally wounded the commander and two others.

There was no time. CDR Gilmore's last words to the officer of the deck were, "Take her down." He was lost at sea.

As the story reached the U. S., CDR Gilmore became a national hero, and was awarded the Medal of Honor.

Six more submarine commanders earned the Medal of Honor, but two were killed in action.

Thirty-four submarines won Presidential Unit Citations. *Guardfish* and *Tang* earned two awards each. By the war's end the U. S. submarines had sunk two-thirds of the Japanese merchant fleet and about one-third of her Navy.

THE WAR which they helped so much to win has now passed into history, but the Fleet submarine has not. Of the *Gato*, *Balao* and *Tench* class submarines built for World War II service, 82 today remain on active duty in the U. S. Navy. Others are serving as Naval Reserve trainers in the navies of friendly nations. The Fleet submarine is still contributing to U. S. naval strength, and 21 are in Naval Reserve training.

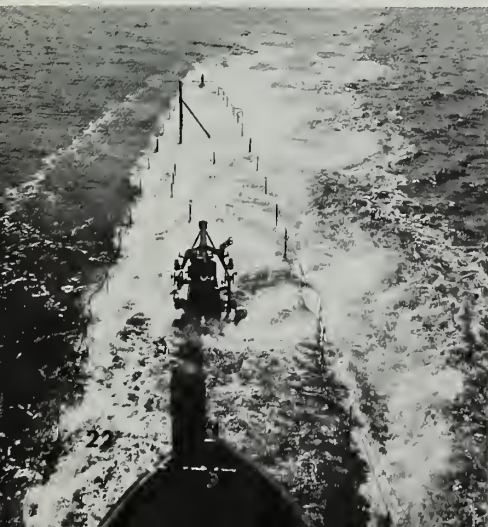
Of the *Gato* class, few remain. Thirteen are still in active service. *Raton* and *Rock*, previously radar pickets, are now auxiliary submarines in the active Fleet. *Tunny* was once equipped with *Regulus* missiles, but has now been reclassified as an APSS. *Angler*, *Bashaw*, *Bluegill*, *Bream*, *Cavalla*, *Croaker* and *Grouper* were converted to killer submarines, then redesignated auxiliary submarines. *Rasher*, *Redfin*, *Cobia*, *Cod*, *Drum*, *Hake* and *Silver-sides* have had their screws removed and their torpedo tubes welded shut, and now serve as Naval Reserve training ships.

More of the *Balao* class are still in commission. One is used for troop-carrying missions, two are in use as experimental submarines, 14 are stationary Reserve training ships, and 45 serve with the Fleet as attack submarines.

The newest of the Fleet submarines, the *Tench* class, are represented in the active Fleet with 24 attack subs and three converted ships which were once radar submarines, but have now been redesignated.

ALTHOUGH IT HAS been more than 20 years since the last Fleet submarine slid down the ways, those which are in operation today have escaped many of the problems of old age. While they cannot, of course,

DIVE, DIVE—Sub sinks below surface as it heads to sea. Rt: Crew of USS Pomfret (SS 391) stands inspection.



compare with the nuclear submarines, careful maintenance and extensive modernization have kept the subs a useful part of the Fleet.

Shortly after the war, for instance, many of the newer boats received the *Guppy* modernization. This included general rehabilitation, the fabrication of a streamlined conning tower fairwater to enclose the superstructure, and a snorkel device.

The snorkel, of course, was used by Germany during the last days of the war. Designed to help evade the radar-equipped Allied antisubmarine groups, the device allowed the boat to operate on diesel engines while underwater. Formerly, the submarines were forced to surface frequently to recharge their batteries, a procedure which was acceptably safe before the development of radar, but almost suicidal afterwards.

In the late 1940s, the snorkel was improved by U. S. engineers and adapted for use on Fleet submarines.

LATER, certain Fleet submarines were chosen for the FRAM (Fleet Rehabilitation and Modernization) program. The first submarine to undergo FRAM was *uss Tiru* (SS 416), a *Balao* class boat which was launched in 1947. *Tiru* went to the yard in Hawaii in 1959. This is the treatment she received:

Tiru was cut in two, the front section jacked 12 feet forward, and a new section was added—providing room for additional equipment. The conning tower was extended by five feet to provide for an attack center. All operating machinery was overhauled.

The submarine was given a laminated glass and plastic conning tower fairwater and superstructure. The plastic fairwater, along with 10-foot deck sections which fold out of the way for cleaning and painting, reduced many of the preservation difficulties associated with Fleet submarines.

The bridge was placed atop the fairwater, and a trunk passage provided entrance from the conning tower. Transfer-at-sea stations were built into the sail so the transfer crews could have some protection during bad weather.

Tiru's overhaul also provided for an enlarged fuel capacity, increased berthing spaces, advanced electronic systems, and the ability to fire modern weapons.

MARCH 1968



HUNTING TRIP—Officers and men keep lookout for enemy ships during WWII.

Other submarines followed *Tiru* into the shipyards for the FRAM operation. Of the *Balao* class, *Clamagore* (SS 343), *Cobbler* (SS 344), *Corporal* (SS 346), *Trumpetfish* (SS 425) and *Greenfish* (SS 351) received the modernization. *Tench* class ships *Pickrel* (SS 524), *Remora* (SS 487) and *Volador* (SS 490) were also Frammed.

TODAY the Fleet submarine, with its new silhouette, its modern electronic equipment, operated by graduates of the Navy submarine training program, occupies a new position

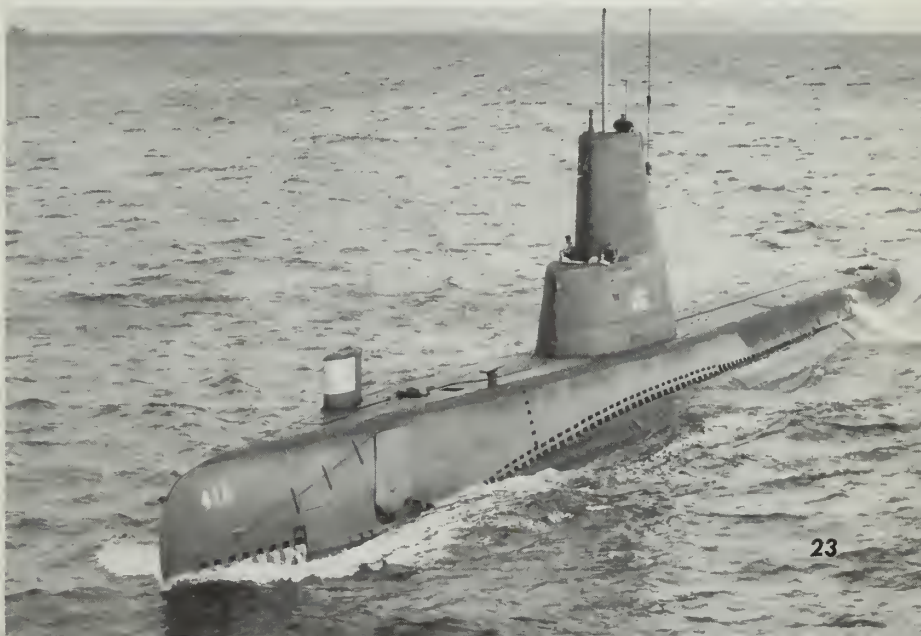
with the Fleet. The original purpose of the ships was to sink surface vessels, but today their mission is to hunt down and destroy enemy subs.

Though the conventional subs do not have the nuclear sub's advantage of speed and endurance, they do possess some of the other attributes making them a potent ASW system.

They can operate in all weather conditions, can patrol undetected in enemy waters, and can function at the depths which are the most conducive to sonar tracking.

The Navy has yet to hear the last of the Fleet Sub. —Jon Franklin

POSTWAR LOOK—*USS Tiru* (SS 416) was the first Fleet sub to be modernized.





A GO-GETTER—USS *Antelope* (PG 86) is a high-speed, aluminum-hulled gunboat named after a small Montana town.

An Antelope With Seat Belts

UNTIL THE NAVY named one of its new gunboats after the town of Antelope, Mont., the town had no mayor.

Antelope, a community of some 120 persons in northeastern Montana, had been mayorless for roughly half a century. There just didn't seem to be a need for one.

Then the town's Postmaster, Mrs. Alice Hedges, wondered what to do with an official Navy letter addressed to "Office of the Mayor, Antelope, Mont."

The return address on the mysterious letter was "Precommissioning Unit, *Antelope* (PG 86)."

Mrs. Hedges felt the envelope couldn't legally be opened by anyone but the mayor of Antelope. So the town had an election. Mrs. Hedges was elected. And for the first time since World War I, Antelope, Mont., had a mayor.

The letter from *Antelope* to Antelope announced that a high-speed jet gunboat named *Antelope* was being built in Tacoma, Wash., and that she would soon be commissioned.

The warship's prospective commanding officer, Lieutenant Jon J.

Gershon, wrote that he thought there should be a special relationship between his ship and her namesake community.

"My officers, men and I are all quite proud of our new ship and her name. Patrol gunboats are named for small cities in the U. S., especially those cities whose names denote agility, punch and daring. Naturally, we are quite curious to learn about the city whose name we bear."

He described *Antelope*: "A sleek NEW MAYOR of Antelope takes the helm of Navy namesake following the PG's commissioning ceremonies.



165-foot, aluminum-hulled gunboat designed to be at home on the high seas or in shallow coastal and river waters; an auxiliary J-79 jet aircraft engine can accelerate her from a dead stop to over 45 mph in less than a minute (crew members wear seatbelts); she is armed with a rapid-fire, 3-inch gun, a 40-mm automatic cannon and four 50-calibre machine guns; she is manned by four officers and 23 enlisted men."

MRS. HEDGES and the people of Antelope thought all this was just fine. From the "Office of the Mayor" came a letter thanking LT Gershon for informing the townspeople that the name Antelope had enough meaning to be appropriate for a U. S. Navy ship.

Mr. Marinus Jensen of Antelope mounted a preserved pronghorn antelope head on a piece of the wall of the town's original schoolhouse and sent it to the gunboat. It now decorates the gunboat's quarterdeck.

Mrs. Nellie Saxton, a ceramics teacher, created special Antelope ashtrays for the ship.

Mrs. Barbara Anderson wrote a

history of Antelope for the gunboat men, tracing its origins to the turn of the century when homesteaders settled on the Big Muddy River, two miles from the present townsite. She described early Antelope as a classic "old West" frontier settlement whose activities included rustling and gun-slinging as well as plenty of honest ranching, farming, and mining. Today's Antelope is a small farm and cattle community.

The town's only tavern sent Antelope key chains for the crew.

LT Gershon, in his thanks to Antelope, had one more request: Would the town contribute an official battle motto to the ship?

YOU BET they would. Thirty-five entries were mailed in and, after a difficult selection process, *Antelope's* crew chose "Keeping the Watch," submitted by Mr. Adolph Romstad.

In a letter to Mr. Romstad, LT Gershon wrote: "The pronghorn antelope is known for his speed, agility and constant watchfulness, and thus epitomizes these admirable qualities in *Antelope* and those who man her. The motto 'Keeping the Watch' draws a parallel between the vigilance of this noble animal and the vigilance of all mariners."

Five of the gunboat's enlisted crewmen then decided to visit the town of Antelope.

THE CITIZENS mobilized to receive them.

When they reached Antelope, the Navy men were met by Mayor Hedges and several score of the townspeople. Afterwards, they—

- Had supper with a local family.
- Were guests of honor at a reception for new teachers in the Antelope School.
- Had breakfast next day as guests of Antelope's combination cafe and community store.
- Were interviewed by the local FM radio station.
- Had soft drinks and cakes with another family and chatted with Antelope's senior lady, 99-year-old Auntie Hedges who told the sailors: "Wish I were a few years younger—I'd really show you boys a good time."
- Met most of Antelope's citizens.
- Were lunch guests in the home of Mr. Romstad, the author of *Antelope's* motto.
- Matched skills in a game ses-



HEAD START—Crew of USS *Antelope* pose with antelope given by Antelope.

sion at the Antelope tavern.

• Attended a potluck supper in their honor at Antelope's Sons of Norway Hall, where each sailor received a key to the city.

THERE'S STILL more to the story. Twenty of Antelope's 120 citizens accepted LT Gershon's invitation to attend *Antelope's* commissioning.

After the ceremony, LT Gershon not only showed them around the ship, he took them for a speed-run to show them just what kind of "agility, punch, and daring" *Antelope* can muster. Mayor Hedges was given a chance to take the helm.

Neither Antelope nor USS *Antelope* would soon forget its namesake.

—Robert W. Dietrich, JOCM, USN

BIG DAY—Citizens of Antelope, Mont., join military and civilian dignitaries attending commissioning ceremonies of Navy gunboat USS *Antelope* (PG 86).



LETTERS TO THE EDITOR

Family Protection Plan

SIR: Four years ago I enrolled in the Retired Serviceman's Family Protection Plan and selected option two at one-half my retired pay and option four.

Although my two children will be eight and nine years old when I retire after 30 years of service, I believe the options I selected might not be to my best interest.

How can I withdraw from the Protection Plan? I have 27 years of service at the present time.—GVB, BMCN, USN.

• You can withdraw from the protection plan simply by submitting Form NavPers 591 to the proper military authority.

Time is one factor which governs changes to the Family Protection Plan. A Navyman may alter his choice of options any time before he retires. However, three years must intervene between the time he changes his mind and the date he goes on retired or retainer pay.

Your personal circumstances undoubtedly have dictated your decision to make a change. Nevertheless, if you were to buy the same protection in the form of commercial insurance, you would have to purchase a \$27,000 commercial policy and you would have to look for an insurance company that would make it available for only \$9.63 a month. We doubt seriously that any commercial insurance companies would be willing to insure you for this amount at such a premium. We believe, in fact, that you would be shocked to learn the comparative cost.

Under the provisions which you wish to revoke, an E-9 retiring on 30 whose

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

youngest child is eight years old would receive retired pay of approximately \$511.02 a month before taxes. (We can't say precisely because you didn't give us your age. It makes a difference).

If the E-9 died in the 10 years following his retirement, his surviving child, or children, would receive an estimated monthly payment of \$255.51 until his youngest child reached his 18th birthday.

If his child died, option four would protect him from indefinite loss because of continued reduction in retired pay. If the child is incapacitated either physically or mentally, the payment would, after the death of the E-9, continue after the 18th birthday of the incapacitated child.—Ed.

What Time Is It?

SIR: I never failed any of the hundreds of scholastic, employment and advancement examinations I've taken during the past 25 years. I am a college graduate (cum laude) and have a master's degree in science.

My personality is normal. I get along with my family and friends. I seem to be well-liked at work. I enjoy my job

and respect my superiors. My fitness reports always say I relate well to others.

I've never been in trouble with the law. My income is more than adequate for my needs. I have a new car and nice home. My wife constantly tells me that she loves me.

However, I do have one problem. I don't know what time it is.

Does 12 a.m. mean midnight? Or does it mean noon? What does 12 p.m. mean? In other words, do 12 a.m. and 12 p.m. denote noon and midnight, respectively, or is it vice versa? I hope you aren't as confused about this as I am?—A. N. Y., CDR, USN.

• We were until we checked with the Time Service Division of the U. S. Naval Observatory. Your question, we're told, is not uncommon.

The observatory concluded after a study some years ago that the abbreviations 12 a.m. and 12 p.m. should not be used because nobody can tell, as you point out, exactly what they mean. Three alternatives are suggested:

1—Use the complete words noon and midnight, but qualify midnight. "Noon Friday" is clear enough, but "midnight Friday" is confusing. Therefore, give the two dates or days between which midnight falls. For example, "midnight of 10/11 February."

2—Use the 2400 system (midnight is 2400; the new day begins with 0001).

3—Pretend there is no problem by avoiding use of noon and midnight altogether. Use 12:01 or 11:59 (either with a.m. or p.m.) instead. You're a minute off, but much the wiser. Anyway, nobody's perfect.—Ed.

A Nutritious Seed

SIR: One of our local citizens recently inquired through a newspaper column why some beans are called Navy beans. The columnist, with tongue in cheek, replied "because there's more water in 'em."

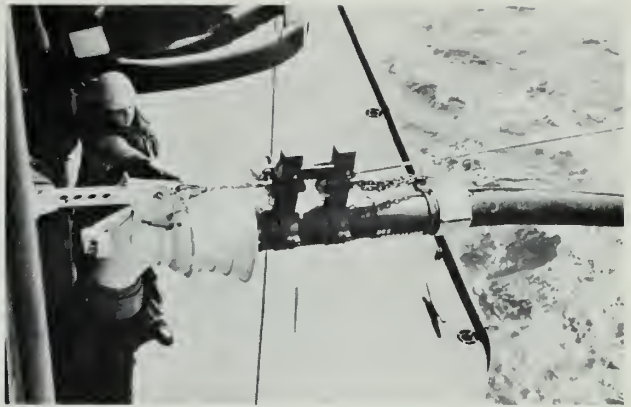
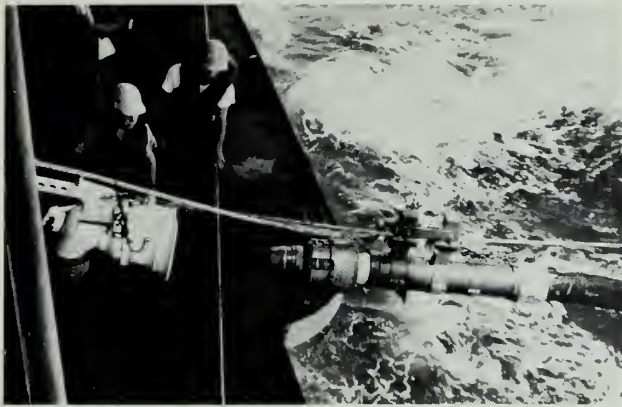
Can you give the real reason?—P. W., Harrisburg, Pa.

• More water, indeed! More water than what—mangoes? Breadfruit? When a columnist says an item has more of something without specifying more than what, we suspect he doubles in advertising copy.

Undoubtedly Navy beans contain more water than some things; nevertheless, they are less waterlogged than, for example, a watermelon. In fact, Navy beans contain only 12.6 per cent water. On the other hand, they are rich in nutrients, being high in protein (22.5 per cent) and carbohydrates (59.6 per cent). They also contain 1.8 per cent

NEWEST OF FASTEST—USS Ready (PG 87), sister of Gallup and Antelope and newest of its class. These boats are powered by jet turbine engines.





NEW CONNECTIONS—Gear aboard USS *Guadalupe* (AO32) increases refueling efficiency. One-second release shown.

fat and 3.5 per cent mineral matter. One pound of beans has a fuel value of 1605 calories.

Having learned the virtues of the Navy bean, we next tried to establish its identity. According to a reliable source (actually it was the dictionary), Navy beans are any of a white-seeded variety of the common kidney bean that is grown especially for its nutritious seeds. It might also be mentioned that, in some quarters, Navy beans are known as pea beans.

Navy beans are native to the Americas and were, therefore, completely unknown to Europeans before Columbus arrived in the western hemisphere.

We thought, despite their relatively late arrival on the old world scene, that Navy beans might have been designated as such by the British Navy. Upon inquiring of several knowledgeable bean-eating British sailors, however, we found that none had heard of Navy beans before arriving in the United States.

According to our English friends (none of whom buys the family groceries), British housewives who want Navy beans simply ask for "that little white-seeded variety of the common kidney bean." The British, we have been told, prize the seeds for their nutritional value and, besides, they taste good.

Further research on the Navy bean led us to discover through friends in the Navy Subsistence Office that:

- A United States sailor's daily ration during the Civil War consisted of a pound of beans and salt pork.

- Further investigation turned up a reference to Navy beans in the 1917 edition of an encyclopedia, thereby officially establishing that the Navy designation was used during World War I.

Unofficially, we know of World War I sailors who got so fed up with Navy beans that they haven't eaten one since.

- Navy cookbooks, however, made no reference to beans as "Navy beans" until 1932.

As every sailor knows, beans are still

a part of Navy menus although, in 1956, ALL HANDS received word from the Fleet that at least one ship was eating more strawberries than beans.

The Navy still thinks highly of its beans and each year many Fleet ships compete in a Navy bean soup recipe contest. Outside the Navy, bean soup also holds an honored place. For example, it has been on the U. S. Senate Dining Room menu every day since 1903.

The responsibility for this culinary good taste is credited variously to a senator from Minnesota and a senator from Idaho. Our source in the capitol had no opinion concerning which of the distinguished gentlemen should receive the credit.

We were also told at the capitol that the Navy beans used in the solons' soup came from the sovereign state of Michigan. This hardly surprised us inasmuch as the Dept of Agriculture had already provided the information that Michigan supplies 99 per cent of all Navy beans grown in the United States.

Unfortunately, we were unable to establish authoritatively the when, where and why of the Navy designation attached to the white seeded varieties of the common kidney bean.

In view of the evidence, however, it seems reasonable that Navy beans became a seagoing staple because of their low water content, their ability to withstand bulk unrefrigerated storage and their unusually high nutritional value.

After many years of use as a ship-board food, the beans naturally became associated with the Navy and thereby acquired the name.—ED.

Naval Reserve Extension

SIR: I joined the Naval Reserve on 9 May 1962 under a two-year active duty and four-year inactive duty contract. Before going on active duty in September 1966, I attended weekly meetings and the usual 14 days' active duty. In order to attend college, however, it

was necessary for me to sign an agreement to extend my enlistment for three years (one year for each year of college attended) beyond the date of expiration on my original 2 by 4 enlistment. Does this mean that I must attend Reserve meetings during these additional three years?—M. G. H., SN, USNR.

- Not unless you want to keep abreast of things. When you are released from active duty this September, your obligation to attend drills will end and you may request transfer to the Post Active-Duty Pool. But wait. Don't put your blues in mothballs just yet. You may be expected to take an active part in the annual 14-day Reserve training periods, but only until you are stricken from the Ready Reserve list upon the expiration of your present enlistment, which is now 9 May 1971.

Your Reserve obligation will be fully explained to you at the Naval Reserve Training Center nearest your home upon your release from active duty.—ED.

ON WATCH—Crewmember of Neptune patrol plane keeps watchful eye on ships in Market Time mission.





COOL TWOSOME—Coast Guard icebreakers *Burton Island* (WAGB 283) and *Westwind* (WAGB 281) pass Hut Point, McMurdo Sound on the Ross Sea for an early arrival at Antarctica after a long battle through the ice.

Bauer Offers Fine Target

SIR: We'd like to set you straight on the so-called advancement record claimed by *uss Bauer* (DE 1025). At the same time 80.7 per cent of *Bauer's* people were passing their exams, 85.2 per cent of those on board *uss Cromwell* (DE 1014) were acing theirs. To be specific, we had 68 participate in the February '67 exams, and 58 of them passed. Only two of these were quotaed for an 82.3 per cent advancement rate.

You'd better revise the standings.—
C. R. C., ENS, USN.

• *To review, Bauer had reported (ALL HANDS, August 1967) that of 52 men who took the February 1967 advancement exams, 42 passed and 39 were advanced. This gave her a test passing percentage of 80.7, an advancement percentage of 75, and a claim to the percentage record for advancements during any one rating period. Other claims follow.—ED.*

SIR: Count *uss Vireo* (MSC 205) in as accepting the challenge of *Bauer* regarding who has the greatest percentage of advancements for one rating period.

We had 13 men go up for rate in February 1967, and all 13 passed the exams. Of these, 10 were advanced. Our test passing percentage was 100 and advancement percentage 76.9.

While we're on the subject, we're proud to point out that our men were 24 for 24 in passing the relatively new Military/Leadership exam, and six for six in earning high school equivalency certificates via the GED program.—
A. P. D., LTJG, USN.

SIR: Last August, *uss Bigelow* (DD 942) had 67 participants in the advancement exams, 56 of whom passed for a percentage of 83.5. Only four of these were quotaed, resulting in an advancement percentage of 77.6. This beats *Bauer*.—T. J. P., CDR, USN.

SIR: *uss Bang* (SS 385) had 27 men take the exams last August, and 24 of them pass and advance for a percentage of 88.8.—R. S. B., LCDR, USN.

SIR: *uss Whitfield City* (LST 1169) had passing and advancing percentages of 84.1 and 81.2, respectively.—O. W. N., SM1, USN.

SIR: *Coastal Division 11* had 40 men go up for rate, 32 pass the exams, and 31 actually advanced. The percentages: 80 and 77.5.—R. W. L., LT, USN.

• *Using our Old Math way of figuring things, we tried to come up with a percentage better than 100. We were really getting confused, when someone came in with a basket of 10 apples. We took two of the apples out of the basket and figured that 80 per cent remained.*



Commander William K. Hartell, CO of MCB 11, fires a 175-mm gun at a target across the demilitarized zone. The gun was named *Seabee* by the Army during ceremonies when several *Seabee* decals were attached to the artillery piece. A few *Seabees* were given a chance to fire the gun and even the score against the North Vietnamese Army that had launched over 90 artillery, rocket and mortar attacks against the Dong Ha Combat Base and Camp Barnes.

Then someone put the two apples back in the basket and someone else came in with two more from the chow hall. We added these two extra apples to the basket and figured there was now a factor of 120 per cent involved, but couldn't quite see how such a factor could relate to advancement in rating.

Consequently, we can't verify the foregoing claims, and have found no one else who will go out on the limb either.

We decided the best idea was to congratulate everyone.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **Naval Aviators**—The second annual naval aviator's reunion, sponsored by Chief of Naval Air Training, will be held 15-17 June at the Naval Air Station, Pensacola. Navy, Marine Corps and Coast Guard aviators, their families and guests are invited. For further information, write to the Chief of Naval Air Training (Code 011), Naval Air Station, Pensacola, Fla. 32508.

• **uss Pensacola (CA 24)**—A reunion is planned to be held in Pensacola in May. Write to Douglas Jacobs, PNCM, Quarters 1624, NAS, Pensacola, Fla. 32508.

• **43rd Seabee Battalion**—The 10th annual reunion will be held 9-11 August at the Ocean Forest Hotel, Myrtle Beach, S. C. For details, write to



DOWN UNDER AVIATORS—Seven Royal Australian Navy officers received U.S. Navy wings of gold in ceremonies at Pensacola, marking a first for R.A.N. aviators. Standing left to right: CAPT Robert Wallace, USN, commanding officer, Ellyson Field; LT Andrew Craig, RAN; Sub/LT John Bielinski; Sub/LT John Brown; Sub/LT Thomas Supple; Sub/LT Peter Ey; Sub/LT Kenneth Vote; Sub/LT Robert Steele; and CAPT John Stevenson, RAN, Australian naval attache. Three of seven were designated helo pilots.

Thomas A. Gifford, 100 Ives St., Waterbury, Conn. 06704.

• **302nd Seabee Battalion**—The 21st annual reunion will be held 20 and 21 July at Lewistown, Pa. For information write to M. A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• **Attack Squadron 36**—All shipmates who were attached to VA 36 (formerly Fighter Squadron 102) during 1952 through 1955 are urged to contact I. R. Ottman, 705 Dorsey Way, Anchorage, Ky. 40223, to discuss the possibility of a reunion.

• **Patrol Bombing Squadron 104**—Is planning a reunion in Kansas City, Mo., 22 through 24 August. For details, contact CAPT Whitney Wright, USN, ComCarDiv Two, c/o FPO New York, N. Y. 09501.

Can Anyone Beat 100 Per Cent?

SIR: While we aboard *uss John Marshall* (SSBN 611) know it is difficult to claim records and have them hold up under scrutiny, we think we have one that will elude even your sharpshooting readers.

As a result of the last advancement examinations, our entire Electrical Division, consisting of 10 men, was advanced in rate.

Included in the advancements were an E-8, two E-7s, and five E-6s.

Can anybody beat 100 per cent?—R. C. H. III, LTJG, USN.

• *Probably not, but anything is possible in this age of miracles. Meanwhile, your charged-up Electrical Division is to be congratulated.*—Ed.

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THE PARK—Navymen stationed at Saigon Support Activity refer to the patrol boat pier and repair facilities as the "park." This is the start of strenuous "rides" near Mekong Delta in Vietnam.—Photo by F. West, PH3.

Volunteer Missions

SIR: My flight crew has flown what I believe to be a record number of emergency logistics missions in Vietnam. During a recent 10-day period my all-enlisted crew completed a total of 22 volunteer missions, coming to the aid of COMNAVSUPPACT Saigon.

We flew our old reliable C54 a total of 62.1 hours and 278,350 passenger miles, carrying high priority cargo and passengers to isolated fields from the Mekong Delta to the Demilitarized Zone.

Nine of our volunteer crewmen are based at Naval Station Sangley Point, and two are based in Saigon. Do we have a record?—I. N. Kilpatrick, CPO, USN.

• *Could be. Your category certainly narrows down the number of possible challengers. Even if it's not a record, you and your crew have the satisfaction of a job well done.*—Ed.

Overseas Employment

SIR: When I was on active duty with the Navy, I spent a good many years in Yokosuka, Japan, and liked it.

After a man has retired on 20, how does he go about getting a civilian job with the Navy in Japan?—J. S. W.

• *A good question and one in which a number of 20-year men might be interested. (We agree that Yokosuka is a fine place.)*

Civilian jobs with the Navy are subject to Civil Service regulation, so we turned to the Civil Service Commission for the authoritative word. Here are a few pointers:

A Navyman who has retired or joined the Fleet Reserve is eligible to accept civilian employment in the U. S. Gov-

ernment six months after he leaves active duty.

Most U. S. Government agencies prefer to fill civilian overseas vacancies by transferring employees from the United States rather than selecting eligibles who have been untried in civilian employment with the government.

The Commission's advice, therefore, is to pass the Civil Service examination in which you are interested; obtain a federal position in the United States then transfer to a foreign assignment.

You can contact the Civil Service representative nearest you for Civil Service jobs available in your locality. Examination and job announcements are usually posted on Civil Service bulletin boards in local federal buildings.

Another Hole in One

SIR: We have an extremely fine officer at this command, by the name of Lieutenant Hal Brodigan, who had a hole in one back in April of 1967. He scored this feat on the 146-yard eighth hole of the San Diego Naval Station golf course. He used a No. 8 iron.

We had heard about this feat for the next six months and were about to get a rest from it, when the October 1967 issue of ALL HANDS was distributed, listing the names of hole-in-one artists. LT Brodigan was not mentioned.

Will you please get this command off the hook by mentioning LT Brodigan's hole in one in your next issue, and maybe we'll get some rest around here.—D. D. P., YNC (SS).

P.S. I am an avid golfer (jealous) who has never had a hole in one.

• *Glad to get anyone off the hook, on or off the golf course.*—Ed.

Examination announcements for Civil Service jobs also are available, upon request, from the U. S. Civil Service Commission, Bureau of Recruiting and Examining, Washington, D. C. 20415.

A pamphlet entitled "Federal Jobs Overseas" can also be obtained from this address.—Ed.

A Ribbon of Another Name

SIR: Back in August 1954, my old ship, USS *Estes* (AGC 12), participated in the evacuation of Vietnamese refugees from North to South Vietnam. I am sure we were authorized an award which I think was called the Vietnamese Friendship Ribbon.

I've made periodic checks at exchanges and uniform shops during the past 13 years, but not one of them has had the Friendship Ribbon in stock. Now, checking the *Awards Manual*, I see no such ribbon listed.

Was such an award ever authorized? If so, and assuming I am eligible, how do I go about getting the ribbon?—S. A. K., YNC, USN.

• *You're probably thinking of the Vietnam "Ribbon of Friendship." However, if you want one, you'll have to call it something else. The Awards Manual lists the ribbon as the State of Vietnam Presidential Unit Citation. The "friendship" term is popular but unofficial, and could be misleading.*

The ribbon was awarded by the President of the then State of Vietnam to men (of specified U. S. ships and units) who took part in the evacuation of civilians from North and Central Vietnam during August and September 1954.

The insignia consists of a ribbon bar enclosed in a gilt frame. The ribbon is yellow and has three red stripes centered vertically.

It is not stocked by the Department of the Navy, but you should be able to find it in the uniform shop if you ask for the State of Vietnam Presidential Unit Citation.—Ed.

Leave Us Call It a Day of Travel

SIR: Let's say a man stationed at the Naval Station, Washington, D. C., receives transfer orders to Nicosia, Cyprus. He will be traveling in a group whose itinerary directs departure from the local airport at 1700 hours on a specific date. Should our man, returning from leave, report to the airport after 0900 on the day of departure, will that day be chargeable toward leave or travel?—D. L. W., DK2, USN.

• *The day your man reports to the airport will be counted as a day of travel time since BuPers Manual, Article C-5317 (1), prescribes that travel time is charged in whole days. Two Articles later the Manual further states that any delay authorized in PCS orders which exceeds that time allowed for proceed or travel time is chargeable to leave.*—Ed.



WINNERS' TOUCH of Dennis Risinger, AN, and George Johnston, SN, (right), shown during All-Navy Talent Contest.

The Winners: Navy Talent Contest

Talent is where you find it, and this year it was to be found at U. S. Naval Station, San Diego, where the All-Navy Talent Contest was held.

Scott Kunkel, ATN2, a Fifth Naval District entry, sang and strummed his way to first place honors. Kunkel, stationed at the Naval Air Station, Oceana, Norfolk, sang "Granada" and "Scarlet Ribbons" and accompanied himself on guitar before the audience of 2500 who attended the two-and-one-half hour show.

Kunkel, a former singer with Indiana University's Singing Hoosiers, was selected by a panel of judges from 17 acts which represented top talent in Navy commands throughout the world. The entertainment, from Chopin to monologues, reflected the varied interests and talent of the U. S. Navymen. It was a return performance for Petty Officer Kunkel, who participated in the last All-Navy Talent Contest, which was held in 1965.

Contestants for the 1967 All-Navy Talent Contest were selected following wins in naval district contests and auditions. All naval personnel on active duty were eligible to auditions in their respective naval districts.

Those Navymen stationed aboard ships participated in auditions and contests in naval districts at which their ships were located.

All-Navy first place runner-up was Dennis Risinger, AN, stationed aboard *uss Ticonderoga* (CVA 14). Risinger, who works in the ship's chaplain's office, performed a Chopin piano solo.

Second place runner-up was George M. Johnston, SN, stationed aboard *uss Ashtabula* (AO 51), who

delighted the audience with a comedy monologue depicting a boatswain's mate giving an orientation speech to Navy boots.

Stand-up comedian, Len Kemp, SN, from Cruiser-Destroyer Force Pacific, kept the show moving and the audience entertained between acts as master of ceremonies. Judges for the 1967 contest were Clive Pillsbury, 11th Naval District Special Services; Judge Earl Cantos, past president of Starlight Opera; Fahy Johnson, San Diego Armed Services YMCA; and Frank Close, drama and music teacher.

Winners of district contests who participated in the All-Navy Talent Contest were: Michael Lund, AA, vocalist from Naval Air Basic Training, Pensacola; Harry Fitzner, SN, dancer from NAS Barber's Point; Gary Van Sleet, LISN, guitarist and vocalist; Jim Lucas, DT1, Robert Chudalla, EN2, Glenn Price, SF1,

and Norman Galinbertii, Jr., SN, rock combo from *uss Ozark* (MSC 2); Dan P. Dutchak, DPSN, vocalist from Treasure Island; Ltjg Jerry Bullock and Ronald Kempinski, SN, instrumental duo from Patrol Squadron 56, NAS Norfolk; Wave Shirley Baugh, AA, vocalist from NAS Quonset Point; Herbert Reynolds, BM3, guitarist and vocalist from NAS Olathe; Clifford Bailey, AMS2, Paul DeLaney, AMHAN, Paul Nelson, SA, and Stanley Parker, AMH3, "The Variations" from NAS Whidbey Island; Charles Anderson, RM2, U. S. Coast Guard, bagpipe instrumentalist from Port Angeles; Edward Chesna, ADR1, guitarist and western singer from NAS Quonset Point; Russell Wurst, PN3, George Alexovitch, ADR3 and Richard Green, AA, "Stationkeepers Singers" from NAS Grosse Ile; and Russell Stringer, HM3, vocalist from St. Albans Naval Hospital.

TALENT CHAMPS (left to right) Scott Kunkel (first), George Johnston (third) and Dennis Risinger (second) are congratulated by CAPT A. R. Olsen of the San Diego Naval Station.—Photos of the contest by Deris Jeannette, JO3.



What's New With

THE PATH TO warrant and limited duty officer status is still open to enlisted men without a college degree. Within a few years, the Navy anticipates a corps of 5000 warrant officers and 3000 LDOs, with the accent on relative youthfulness as well as quality.

As no warrant officers were appointed between fiscal years 1961 and 1965, many senior enlisted personnel would not have been eligible for warrant status. Therefore, during the phase-in portion of the present warrant program (1966-68), the eligibility requirements which apply to warrants selected through fiscal year 1968 were expanded to include these conditions: Age, from 23 to 39 years; from six to 20 years' active service; in a rate from E-6 through E-9. Those in pay grade E-6 must have passed the E-7 examination.

However, things will be changed in fiscal year 1969 and subsequent years. In addition to the general eligibility requirements of citizen-

ship, physical qualifications and the like, these requirements must be met: Age from 23 to 31 years; from six to 14 years' active service; in pay grades E-6 and E-7. Those in pay grade E-6 must, of course, have passed the E-7 examination.

Note the differences between the present and future requirements: The age limit will be dropped from 39 years to 31, active service limitations will be dropped from 20 to 14 years.

The reasoning behind this shift is quite evident. To avoid possible injustice to those enlisted men who became eligible for warrant during the moratorium, the Bureau of Naval Personnel has made it possible for those qualified to make warrant at the present time. But when these men have had their chance, the eligibility requirements will be adjusted so that those who do make LDO will not face retirement shortly after they are promoted to lieutenant commander.

The first new warrant appointments were made in fiscal year 1966. As of 30 Jun 1967, approximately 2600 warrant officers had been appointed under the reestablished program. Current plans call for 700 appointments during fiscal year 1968, and 500 appointments annually for fiscal year 1969 and beyond.

Although age is a factor, quality is the overriding consideration. For example, the average age of those now serving as W-1 is 33.5 years; average length of service is 14.55 years. However, 127 have served 10 years or less; 287 have served 18 years or more. In other words, the selection boards have chosen the best qualified candidates, regardless of age.

So much for the frame of reference. Now for the meat of the matter, which is described in detail in BuPers Inst 1120.18M.

Three Regular Navy programs (warrant officer, limited duty officer and medical service corps) which do not require a college education but which lead to a commission are open to enlisted personnel.

There are two warrant officer programs—temporary and permanent. Men will be appointed to W-1 (temporary). For procedures required for making permanent status, see Article C-1302, *BuPers Manual*. Women selected for warrant officer status will be appointed to W-1 (permanent).

The limited duty officer program was formerly open to USN enlisted personnel. Now, however, appointments under this program will be limited to commissioned warrant officers serving in grades W-2 and W-3. This phase of the program will begin in fiscal year 1969 and it will include only those warrants originally appointed after calendar year 1964. Initial appointment will be to ensign, temporary, USN.

BuPers Inst. of the 1120.15 series describes the requirements and procedures for appointment to commissioned status in the Medical Service Corps. Appointments will not be

Warrant Officers Are as Old as the Navy

circa 1830



1913



1968



Warrants and LDOs?

made to the Medical Service and Dental Service warrant ranks.

If they wish to do so, HMs and DTs may apply in areas other than medical and dental in which they consider themselves qualified. However, they will be competing for selection with men who have had many years of practical experience in that technical field. As a rule, and all other things being equal, they will do much better to participate in the Medical Service Corps program under the provisions of BuPers Inst 1120.15 series.

Laws and regulations governing appointment, retirement and career matters may be found in the *Officer Fact Book* (NavPers 15898).

Eligibility Requirements (Warrant)

Applicants for appointment under the warrant officer program must meet these general eligibility requirements:

Source—USN enlisted personnel serving in pay grades E-6 and E-7 may apply. If you are a petty officer first class, you must have served in that rate for at least one year on 1 October of the year in which you make application.

Citizenship—You must be a citizen of the United States.

Age—You must be at least 23 years old but not have reached your 31st birthday as of 1 July of the calendar year in which application is made.

Service—You must have completed at least six years but not more than 14 years of active naval service (including Marine Corps, and Coast Guard when operating as a part of the Navy), exclusive of active duty training in the Naval, Marine Corps or Coast Guard Reserve, on 1 July of the calendar year in which application is made.

You must be serving in the Regular Navy on the date you submit your application.

Education—You must be a high school graduate or hold the service-accepted equivalent as defined in *BuPers Manual*, Article D-2103.

Endorsement—You must be rec-

ommended by commanding officer.

Physical—You must be physically qualified in accordance with the *Manual of the Medical Department*. Defective color perception is disqualifying for appointment in designators 713, 714, 723, 724, and 733 and waivers are not granted.

Physical examinations will not be given candidates when they apply. Instead, physicals will be requested at a later date when you are selected for appointment.

You must be physically qualified before an appointment will be offered. In the past, altogether too

many applicants have been found unqualified because of overweight. If you plan to apply, better start trimming the waistline now. If you think you may be overweight, better check the *BuPers Manual*, Article C-7703. (The November 1967 issue of *ALL HANDS*, pp 32-34, will help you to overcome this crisis.)

Dependency and Parenthood (Women)—Women applicants for the warrant officer program must meet the dependency requirements set forth in Article C-1102(2) of the *BuPers Manual*.

Discipline—You must have no rec-

Paths of Advancement to WO and LDO

Enlisted Rating	Warrant Officer Category and Designator	LDO Category and Officer Designator
BM, QM* SM*	Baatswain (713x)	Deck (600x)
QM* SM* RD* ST* RM*	Operations Technician (714x)	Operations (601x)
GMM, GMG, GMT* GM	Surface Ordnance Technician (723x)	Ordnance (615x)
FT* MT	Ordnance Control Technician (724x)	Ordnance (615x)
TM, MN	Underwater Ordnance Technician (733x)	Ordnance (615x)
LI, YN, PN, PC, JO*	Ship's Clerk (782x)	Administration (620x)
DP	Data Processing Technician (783x)	Data Processing (623x)
MU	Bandmaster (785x)	Bandmaster (626x)
OM, IM, MR, MM, BT, BR, EN	Machinist (743x)	Engineering (630x)
DC, SF, ML, PM	Ship Repair Technician (774x)	Hull (635x)
IC* EM*	Electrician (754x)	Electrician (637x)
RD* ST* RM* ET, DS, EM*	Electronics Technician (766x)	Electronics (640x)
IC* FT*		
CT	**Communications Technician (764x)	Cryptology (646x)
ABE, ABF, ABH, AB	Aviation Boatswain (760x)	Aviation Operations (660x)
JO* PH, DM* PT*	Photographer (831x)	Photography (663x)
AG	Aerographer (821x)	Metearalogy (665x)
AO, GMT*	Aviation Ordnance Technician (721x)	Aviation Ordnance (670x)
AX, AT, AQ, AE, TD	Aviation Electronics Technician (761x)	Avionics (680x)
ADJ, ADR, AME, AMH, AMS, PR, AZ, AD, AM, AS	Aviation Maintenance Technician (741x)	Aviation Maintenance (685x)
AC	Aviation Control Technician (745x)	Aviation Control (661x)
PT*	Air Intelligence Technician (762x)	Air Intelligence (662x)
SD, CS, SH, SK, AK, DK	Supply Clerk (798x)	Supply (370x)
DM* BU, SW, EA, CE, UT, EO, CM	Civil Engineer Corps Warrant (849x)	Civil Engineer (570x)

* Normal path in more than one category

** Only CT ratings may apply in this category

ord of conviction by general, special or summary court-martial nor conviction by civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which you apply.

Designator Codes—You may not make application in more than two officer designator codes in a given year.

Examination—All applicants will be required to take the officer selec-

tion battery examination. This test consists of eight parts: Verbal analogies, arithmetical reasoning, mechanical comprehension, naval knowledge, english, mathematics, science and history/social science. See page 00 for recommended study materials.

If you are an E-6, you must complete all performance tests, practical factors, training courses and service schools required for the next higher rating and must successfully compete

in the August E-7 examination. Those whose advancement to CPO has been authorized need not participate in the E-7 exam.

Active Duty—You must be on active duty at the time your application is considered by the selection board and, if selected, must remain on active duty until your appointment is offered.

NESEP students or selectees are not eligible.

A sample letter of application for

Qualifications and Duty Stations Set for WO Data Processing Technicians

Qualifications for Warrant Officer Data Processing Technician (783X) have been issued by means of BuPers Notice 1440 of 21 Nov 1967. Applications for this new category of

warrant officers have been solicited for consideration by the February inservice procurement selection board. It offers positions in pay grades W-1 through W-4.

Data processing technicians will serve as operational and technical specialists in the automatic data processing branch of the Navy's field of management.

In the field—aboard ships, on staffs, and at shore stations—the DPTWOs will act as data processing system administrators, machine processing officers, and systems analysts. As such they will serve as technical advisors, informing their commands of the system's capabilities, its limitations and the reliability of the modern data processing equipment.

The term "automatic data processing" relates to the processing of data for naval operations and management, including tactical, strategic, scientific, business and logistics uses. The automatic data processing equipment used by the DPTWOs includes electric accounting machines (EAM), general purpose digital computers (EDP), and all peripheral equipment used in relation to DP operations.

Most, if not all of the DPTWOs, are former enlisted data processing technicians first class and chiefs, or individuals who served in the former machine accountant rating, forerunner of the DP rating.

The *Manual of Qualifications for Warrant Officers*, NavPers 18455A, contains general and professional qualifications for the new Data Processing Technician category. It should be referred to by those persons interested in obtaining a DPT warrant appointment, or when referring to warrant officer assignments and rotation, and career planning in all WO categories.

Billets for WOs in Data Processing

For a look at the type of duty that awaits the data processing technician warrant officer, here are listed some

representative billets, together with the warrant category necessary to fill them:

Grade	Title*	NOBC*	Activity**
W-1	Data Processing Systems Administrator	2628	AS, AD, AR, CVA, CVS, LPH
	Machine Processing Officer	2630	NSD, NAS, FLTCOMPUTERPROGCEN
	Data Processing Systems Analyst	2635	OPCONCENTER, NAVCOSSACT, BUPERS, FLTWKSTUDYGRP, FLTASTGRP, PAMI
W-2	Data Processing Systems Administrator	2628	CVA, CVS, AS, FIC
	Machine Processing Officer	2630	NAS, ASO, FIC, NSD
	Data Processing Systems Analyst	2635	FLTASTGRP, EXAMCENTER, ASO, FLTWKSTUDYGRP, FINANCE CENTER
W-3	Data Processing Systems Administrator	2628	TYPE CDR STAFF, SECURITY GRP, FLTCOMPUTERPROGCEN, FINANCE CENTER
	Machine Processing Officer	2630	TYPE CDR STAFF, BUPERS, PAMI, NAVCOSSACT, EXAMCENTER, ASO, DIA ACTIVITY, FINANCE CENTER
	Data Processing Systems Analyst	2635	PAMI, BUPERS, OPCONCENTER, NAVCOSSACT, FLEET STAFF, EXAMCENTER, DIA, FAGLANT
W-4	Data Processing Systems Administrator	2628	TYPE CDR STAFF, SECURITY GRP, FLTCOMPUTERPROGCEN, FINANCE CENTER
	Machine Processing Officer	2630	BUPERS, PAMI, FLEET STAFF, NAVCOSSACT, OPCONCENTER, EXAMCENTER, ASO, DIA
	Data Processing Systems Analyst	2635	OPCONCENTER, BUPERS, PAMI, NAVCOSSACT, FLEET STAFF, EXAMCENTER, FAGLANT, FLTWKSTUDYGRP

* These Naval Officer Billet Code titles and codes are under study for possible revision.

** Abbreviations:

FLTCOMPUTERPROGCEN—Fleet Computer Program Center

OPCONCENTER—Operational Control Center

NAVCOSSACT—Naval Command Systems Support Activity

FLTWKSTUDYGRP—Fleet Work Study Group

FLTASTGRP—Fleet Assistance Group

DIA ACTIVITY—Defense Intelligence Agency

FIC—Fleet Intelligence Center

FAGLANT—Fleet Assistance Group Atlantic

both warrants and LDOs is included in BuPers Inst 1120.18M.

Eligibility Requirements (LDO)

Eligibility requirements for appointment under the limited duty officer program are much simpler. Briefly, to qualify, you must be a male warrant officer, temporary or permanent, and serving in grades W-2 or W-3 at the time of application.

You are not restricted to any one designator. You may apply for any category for which you consider yourself best qualified.

Applications must be submitted to reach the Bureau of Naval Personnel between 1 November and 10 January.

Training (Warrant)

Those candidates selected for appointment in the line (less aviation) will receive a course of indoctrination at the Naval Schools Command, Newport, R. I. Those selected in the aviation categories will be ordered to Naval Air Station, Pensacola.

Supply clerk candidates will be ordered to six months' training at the Navy Supply Systems Command School, Athens, Ga. A course in officer indoctrination is included.

Candidates selected for appointment in the Civil Engineer Corps will be ordered to the Naval Schools Command, Newport. They will then be ordered to an additional two months' training at Naval School, CEC Officer, Port Hueneme, Calif.

Upon completion of your indoctrination course, you may expect to be ordered to a ship or activity where you will be employed in your specialty. Representative billets are listed in the *Officer Fact Book* and the *Warrant Officer Qualifications Manual* (NavPers 18455A).

You may expect to be appointed at your current duty station.

Training (LDO)

You will be commissioned at your current duty station. You will not be required to undergo training in connection with your appointment.

You may expect to be ordered to a ship or activity in which you will be employed in your specialty. Billets are listed in the *Officer Fact Book* and the *Limited Duty Officer Qualifications Manual* (NavPers 19564A).

Recommended Study Lists for WO Applicants

Navy Text and Correspondence Course

Text

Navol Orientation, NAVPERS 1613BE

Correspondence Course

Navol Orientation, NAVPERS 10900-A

USAFI Courses

History and Social Studies

American History I

F 200 The Making of Modern America (text)

F 200.1 Study Guide

American History II

F 200 The Making of Modern America (text)

F 201.1 Study Guide

World History I

E 202 The History of Our World (text)

E 202.1 Study Guide

World History II

E 202 The History of Our World (text)

E 203.1 Study Guide

World Geography I

C 225 The Wide World (text)

C 225.1 Study Guide

World Geography II

C 225 The Wide World (text)

C 226.1 Study Guide

Principles of Economics I

C 453 Economics: An Introduction to Analysis and Policy (text)

C 453.1 Study Guide

C 453.3 Economics, Analysis and Policy, Background Readings for Current Issues (supplementary text)

Understanding American Government I

E 220 Understanding Our Government (text)

E 220.1 Study Guide

American Government I

E 475 Government by the People (text)

E 475.1 Study Guide

E 475.3 Basic Issues in American Democracy (supplementary text)

American Government II

E 475 Government by the People (text)

E 476.1 Study Guide

E 475.3 Basic Issues in American Democracy (supplementary text)

Science

Biology I

E 250 Modern Biology (text)

E 250.1 Study Guide

Biology II

E 250 Modern Biology (text)

E 251.1 Study Guide

Physics I

D 290 Modern Physics (text)

D 290.1 Study Guide

Physics II

D 290 Modern Physics (text)

D 290.1 Study Guide

Survey of Physical Science I

B 512 Fundamentals of Physical Science (text)

B 512.1 Study Guide

Survey of Physical Science II

B 512 Fundamentals of Physical Science (text)

B 513.1 Study Guide

General Science I

E 275 Science (text)

E 275.1 Study Guide

General Science II

E 275 Science (text)

E 276.1 Study Guide

General Chemistry I

E 285 Elements of Chemistry

E 285.1 Study Guide

General Chemistry II

E 285 Elements of Chemistry

E286.1 Study Guide

English

Advanced Composition I

C 108 Guide to Modern English (text)

C 108.1 Study Guide

C 108.2 Workbook

Mathematics

General Mathematics I

C 151 Mathematics to Use (text)

C 151.1 Study Guide

SP-1 Compass

SP-2 Graph Paper

General Mathematics II

C 151 Mathematics to Use (text)

C 152.1 Study Guide

SP-1 Compass

SP-2 Graph Paper

Beginning Algebra I

E 164 Modern Algebra, Book I

E 164.1 Study Guide

SP-2 Graph Paper

SP-5 Ruler

Beginning Algebra II

E 164 Modern Algebra, Book I

E 165.1 Study Guide

SP-2 Graph Paper

SP-5 Ruler

Geometry I

D 176 A Course in Geometry, Plane and Solid (text)

D 176.1 Study Guide

Geometry II

D 176 A Course in Geometry, Plane and Solid (text)

D 177.1 Study Guide

Trigonometry

C 188 Trigonometry (text)

C 188.1 Study Guide

USAFI Subject Standardized Tests and

End-of-course Tests

Beginning Algebra 1, SB 164.7 (H.S.)

Understanding American Government 1, SA 220.7 (H.S.)

Advanced Composition 1, SA 108.7 (H.S.)

American History 1, SA 200.7 (H.S.)

World History 1, SA 202.7 (H.S.)

Physics 1, SA 290.7 (H.S.)

Biology 1, SB 250.7 (H.S.)

Principles of Economics 1, SA 453.7 (Cal.)



AIMD Aims to Provide Top Aircraft Maintenance Afloat

One by one, carriers of the Seventh Fleet are replacing their V-6 Divisions and Intermediate Maintenance Activities with a new concept in aircraft maintenance—the Aircraft Intermediate Maintenance Department (AIMD).

Recently one such change took place aboard *uss Yorktown* (CVS 10) when the ship's V-6 Division and the Intermediate Maintenance Activity (IMA) bowed out to progress—and the Aircraft Intermediate Maintenance Department was established.

Under previous directives, the responsibility for the operation of the Intermediate Maintenance Activity (which basically had duties of checking, testing and repairing removed aircraft components) was vested in the Air Anti-Submarine Group Commander and his Maintenance Officer when the group was embarked. The V-6 Division, in addition to assisting in the operation of the IMA, was responsible for the maintenance of facilities and installed test equipment as well as ground support equipment when the air group was ashore. Unfortunately, the lack of continuity in the existence of the IMA as the group embarked or disembarked was most ineffective, according to maintenance experts, particularly during short at-sea periods.

The AIMD is the answer. A nucleus of officers and men qualified in intermediate maintenance will be aboard at all times to provide continuity of effort. They will be augmented by squadron personnel when the group is embarked. When in full operation, in *Yorktown* as well as all other carriers of the Fleet (except the training carrier at Pensacola), aircraft maintenance afloat will be on a par with that received ashore.

STRETCH IT—Camera lens gives an elongated view of *USS Oriskany*, emphasizing the ship's big role off Vietnam.—Photo by N. Crowe, PHC.



New Life for *Hancock*

One of the older active carriers is near the end of a yard period designed to give her new life. *uss Hancock* (CVA 19), in drydock at the San Francisco Naval Shipyard, is receiving repairs to her flight deck, central air-conditioning, a salt water evaporator, and general repair and maintenance work on her hull and interior frames.

Built 23 years ago, *Hancock* is a veteran of Pacific-area action. She completed three cruises in the Vietnam combat zone, and in December 1966 had the distinction of winning a second Navy Unit Commendation (her first was awarded during World War II).

Hancock was commissioned in April 1944. Following a brief shake-down cruise, she was sent directly to the South Pacific where she participated in major campaigns between October 1944 and the end of the war. During one day alone, *Hancock* launched 156 sorties against enemy-held Okinawa.

Hancock was among the first ships to strike against the Japanese mainland, and by war's end had been credited with destroying hundreds of enemy aircraft. The Navy Unit Commendation and four battle stars were among her awards.

Hancock was placed in mothballs and in December 1951 began modernization. She was fitted with steam catapults and a hurricane bow, and was recommissioned in 1954. Two years later, *Hancock* received an angled flight deck.

Work on *Hancock* now underway in San Francisco is expected to be completed in April.

Push-Button Lubrication

Naval Research Laboratory chemists have made the lubrication of small arms weapons as easy as pressing an aerosol button atop a tin can.

Considered a breakthrough in lubricants by its inventors, the fine spray preservative is composed of a wax-like substance which is highly water repellent.

A single spray application can penetrate tight assembly areas, such as those of the M16 submachine gun, thus minimizing the disassembly of many small arms weapons, according to NRL reports.

Colorless, the spray has no disagreeable odor, and is not messy.

A MODERN TRADITION: Navy's Lone Gray Eagle

When Admiral Charles D. Griffin, USN, retired last month, he relinquished command of all the Allied forces in southern Europe, and one Gray Eagle. He passed the Gray Eagle Trophy, traditionally held by the naval aviator who has been gold-winged the longest, to Vice Admiral Alexander S. Heyward, Jr., USN. Admiral Heyward is presently Chief of Naval Air Training.

The Gray Eagle Trophy was first awarded in early 1961, but the idea of identifying the active duty naval aviator with the earliest date of designation has been kicked around in wardroom discussions for many years.

One day Vice Admiral G. W. Anderson and Admiral C. R. Brown officially made a suggestion to the Deputy Chief of Naval Operations (Air). They proposed that "It be determined from official records who, at all times, is the senior aviator in point of service in flying; that a baton or similar token be awarded him and that, with due ceremony, this symbol be handed on down to the next man with the passing years."

The idea gathered support as it passed among the Navy's senior flyers, but the form the award would take, and its name, continued to be the subject of much discussion. The "token" was first proposed to be a cup, then a statuette, a medal, and a plaque. Proposed titles also varied and for awhile "Bull Naval Aviator" was the prevailing choice, but was discarded.

The award finally selected was a trophy depicting a silver eagle landing into the arresting gear of a wooden model of the Navy's first aircraft carrier, *uss Langley* (CV 1). The trophy carries the inscription "The Venerable Order of the Gray Eagle," and is subtitled "The Most Ancient Naval Aviator on Active Duty." There is space on the trophy to engrave the names of all previous holders of the honor. Attention is also invited to the fact that the reward is made "In recognition of a clear eye, a stout heart, a steady hand and daring defiance of gravity and the law of averages."

With proper ceremony, the trophy was first presented to Admiral C. R.



VADM Alexander S. Heyward, Jr., USN
New Gray Eagle



ADM Charles D. Griffin, USN
Retiring Gray Eagle

Brown at the Naval Aviation Anniversary Ball on 25 Jan 1961. During the ceremony, miniatures of the trophy were presented to the nine previous Gray Eagles, or to their survivors.

Since Admiral Brown, seven aviators, including Admiral Heyward, have held the trophy.

The retiring Gray Eagle has been an aviator since 6 Jun 1930. Admiral Griffin's major assignments at sea included command of the carriers *uss Croatan* (CVE 25) and *Oriskany* (CVA 34), Carrier Division Four, and the U. S. Seventh Fleet.

Vice Admiral Heyward received his aviator designation in 1932. The

Langley model which makes up part of the Gray Eagle Trophy should be familiar to him, as he served a year aboard her with Fighting Squadron Three.

He flew patrol planes in support of naval operations during the capture and occupation of French Morocco in 1942-43; later, he participated in the Okinawa and Iwo Jima campaigns in the Pacific.

His sea commands included the seaplane tender *uss Timbalier* (AVP 54), the carrier *Lexington* (CVA 16), and Carrier Division Five. He served as Deputy Chief of Naval Personnel before assuming his present duties at Pensacola, Fla.

Carriermen of *USS Saratoga* (CVA 60) and *USS America* (CVA 66) honor the Gray Eagle.





GOLDEN KNIGHTS—A member of the Army's parachute team aims for target during precision jump exhibition.

IT USED TO TAKE as long as 24 months to make an accurate map from an aerial photograph. Today, however, that time is reduced to 24 hours through the use of a new automatic map-making device recently unveiled by the U. S. Army Corps of Engineers.

Named the Universal Automatic Map Compilation Equipment (UNAMACE), the system enables the Army to produce maps faster and with greater accuracy than was ever achieved through the previous manual method of making maps.

The major elements of the automatic system consist of highly sensitive instruments which scan aerial photographs and transfer the information, however minute, to a printed topographic image.

UNAMACE was developed by five engineer-scientists who work at the U. S. Army Engineer Research and Development Lab, Ft. Belvoir, Va.

★ ★ ★

HERE ARE SOME developments over the past several months by the Air Force Systems Command which are of particular interest to the Navy audience. Reported in a roundup of technical and research achievements, they include:

- A new, compact 7.62-mm gatling-type minigun for use in South Vietnam. These miniguns have an electrically powered reloading system and larger ammunition capacity than the original guns they replaced. Three of the six-barreled miniguns firing through gunports in the side of the modified C-47 *Dragon Ship* transports have a combined rate of fire of 18,000 rounds per minute.

- A new stick-on patch, devised by engineers at the command's Air Force Materials Laboratory, Wright-

Patterson AFB, Ohio, has made possible the rapid repair of small holes in airplanes caused by enemy small arms fire in Vietnam. It comes in convenient, ready-to-mix kits, including an epoxy resin and curing agent, and costs only about a dollar per kit.

- Polyurethane foam—originally used in racing cars at the Indianapolis "500"—has been successfully adapted by the Aeronautical Systems Division for use in aircraft fuel tanks. Installed in the fuel tanks of combat aircraft in Vietnam, the new material will greatly reduce fire and explosion hazards in the event of a direct hit on the tank by machine gun tracer bullets or other incendiaries, as well as suppress slosh in the tanks during flight.

- The Air Force Systems Command has started a program called Operation Shed Light, its purpose being to devise more reliable and accurate means of tactical weapons delivery in any weather, around the clock, in limited war actions. The concerted effort is being carried out largely through research and development resources of the command.

- An all-metal payload shroud—for Air Force *Titan III* booster vehicles—was recently revealed. The shroud protects sensitive instrumentation of scientific payloads during launch and flight through the earth's atmosphere. Once through the atmosphere, it separates into three sections and is jettisoned.

- The Air Force Western Test Range has acquired a two-man sub. Its job is to help locate reentry vehicles fired from Vandenberg AFB, Calif., into the area of the Eniwetok Atoll. The submarine arrived at the Western Test Range approximately one year ago.

★ ★ ★

IN THE FROZEN SEA north of Canada and Alaska, the U. S. Coast Guard icebreaker *Northwind* (WAGB 282) plunged and crunched her way until the Navy's scientific research station on ice island T-3 was only 42 miles away.

There she stopped. Extremely heavy ice and the advancing winter season made it inadvisable to try to go further north. To add to her difficulties, a quarter-inch crack developed in her hull.

The diesel fuel and other cargo which *Northwind*



BATTLE GRAY paint covers the Coast Guard Cutter *Point Young* as the 82-footer surveys Phu Quoc Island shore.

carried so close to T-3 had to be flown to its destination.

Although *Northwind* did not reach her goal, she did, according to the Coast Guard, establish a record for northern penetration of Arctic West by a U. S. surface ship.

The vessel reached a point 79 degrees, 25.5 minutes north latitude and 168 degrees 01 minute west longitude—about 630 miles from the North Pole. A previous record had been set in 1962 by usccg *Burton Island* (WAGB 283) while operating under the Navy.

Northwind's Arctic record was possible because the ice above Europe and Asia had reached far enough south to relieve the pressure above Alaska and Canada.

It was a classic case of one man's meat being another's poison, however. The condition which enabled *Northwind* to set a record for northward penetration in Arctic West was the same condition which prevented the ice-breakers *Edisto* (WAGB 284) and *Eastwind* (WAGB 279) from circumnavigating the Arctic.

★ ★ ★

ELIGIBILITY REQUIREMENTS for the Combat Readiness Medal and the Combat Crew Member Badge have been altered to include men in all combat ready units. This change will include a majority of Military Airlift Command pilots flying with transports to Southeast Asia.

The medal and badge formerly were awarded only to members of units assigned to flying operations in Southeast Asia; to those maintaining war mission alert; or to units flying armed weapons systems.

The new criterion for award of the Combat Readiness Medal requires four years service as a combat ready crewmember. All qualifying service since 1 Aug 1960 can be counted toward the first award and time can be carried forward when a man is transferred from one combat ready unit to another.

The Combat Crew Member Badge, which may be worn on the uniform itself, will be authorized for eligible crewmembers only as long as they are assigned to combat ready units. Upon transfer to a non-combat ready unit, or staff position, badge is no longer authorized.

★ ★ ★

AIR FORCE CREWS flying in Southeast Asia are now equipped with a new type of body armor and special helmets for protection against enemy ground fire.

The unusual body armor, which covers the back and chest, is made of a tough ceramic material lined with nylon. The lining prevents pieces from flying off the shield when it is struck by small arms fragments.

The new protective headgear is called a ballistic helmet. The shell is fabricated from nylon laminated with a synthetic resin, and is worn with an energy-absorbing liner.

Both the armor and protective helmets are used by crewmen exposed to enemy small arms fire during rescue, defoliation and ground support missions on C-123 and C-130 transports and HH-3E copters.

The armor was developed by the Air Force Systems Command after crews in Vietnam complained they were vulnerable to small arms fire from the ground. Additional armor which may resemble the gear worn by a hockey goalie is being designed to protect the legs of



HOVERING STANDBY—An Air Force *Huskie* hovers over runway in Southeast Asia with fire suppression unit.

crewmembers who must stand in the doorways of helicopters during rescue operations.

The ballistic helmets, designed by the Army, were modified for Air Force use and sent to Vietnam for testing early last year. The headgear has since been proved effective. For example, during one helicopter rescue mission, an aircrewman was hit by shrapnel that crunched against his ballistic helmet and knocked him down. He was not injured.



ARMY ARTILLERYMEN shove projectile into 175-mm gun during fire support of Marine operations in the DMZ.

THE BULLETIN BOARD

Pro Pay Pointers Are Spelled Out in New Instruction

THE BASIC DIRECTIVE on the administration of proficiency pay, revised for the first time in several years, again points out continuing change in the awards program.

BuPers Inst 1430.12G incorporates all the changes that have been made in Navy administration of pro pay during recent years, lists ratings and NEC codes authorized to receive the extra money, and helps to clarify certain points that have caused confusion.

It's made clear, for example, that men who are assigned to commissioning details may continue receiving their pro pay if otherwise eligible. Those who are assigned temporary duty away from their pro pay billets may also receive awards if they continue to use the skills on which the pro pay is based.

The directive also defines conditions under which you may receive awards if not actually serving in a command-authorized pro pay billet. If you're attending a school which relates directly to your pro pay specialty, for example, or are in training for some assignment in that specialty, you may be allowed to continue the awards.

Also, in certain instances, pro pay may be awarded from the time your commanding officer certifies you are qualified, rather than at some later date after the Bureau of Naval Personnel has recorded your award.

As authorized by the Secretary of Defense, proficiency pay is administered on the basis of two award categories, Specialty Pay and Superior Performance Pay. Before discussing award procedures and amounts, it's important to understand the basic intention of the special awards program.

First, don't let the term "proficiency pay" mislead you. Those who receive the extra money are not necessarily more proficient in their respective job fields than those who do not.

As defined by the laws which established it, proficiency pay is a general term describing the special

LTJG P. McVay, USNR



"No, Harris. We use the other end of the wrench to remove bolts."

form of extra monthly pay awarded under the Proficiency Rating Method. Congress calls it proficiency pay, and that's the official term used in directives on the subject. It would take an Act of Congress to change the name to something that more accurately describes the program, such as "career incentive pay," or "special incentive awards."

Since it was first awarded in 1958, a major objective of pro pay has been to provide a special incentive for the retention in service of highly trained men, particularly those in technical fields and critically undermanned ratings.

The idea of incentive pay for retention is not a new one. The Navy has used different forms of incentive pay for more than 50 years, primarily to retain those in critical skills or hazardous occupations. For example, extra money for submariners is helpful in retaining the number of volunteers needed. Awards of sub pay should not indicate any comparison of relative importance between a submariner and a destroyer-man, for example, whose take-home pay may be less. The application of pro pay is basically the same.

Specifically, the awards money is authorized for men in ratings and skills in which large amounts of Navy training money have been in-

vested, and in which manpower shortages exist. The Navy has trained its technicians to become proficient, and doesn't want to lose them. If more money, in the form of pro pay, will keep these men in service, the Navy would much rather pay them than lose them.

The misleading implications of the term "proficiency pay" became more apparent during fiscal 1961 when awards were first granted automatically. Now, with most awards based on true proficiency within any given rating or NEC, skill is not formally tested.

The procedures used in deciding which ratings and NEC skills may be authorized for pro pay are necessarily complicated. The Department of Defense requires that all the services cooperate under terms of the over-all Proficiency Rating Method, and draw up comparative lists of all skills. The Army, Navy, Air Force and Marine Corps nominate individual skills, based on manpower shortages, low reenlistment rates, low manning levels and high costs of training.

The actual planning for any given fiscal year begins in the Bureau of Naval Personnel about 12 months ahead of time. Researchers in BuPers figure training costs and periods, then make comparisons with regard to personnel availability and Navy requirements.

The level of monthly pro pay set for any given skill is determined by its standing on the comparative listing. Those at the top of the list are recommended for P-3 (\$100). Working down the list, P-2 (\$75) awards are figured, then P-1 (\$50).

The Navy's recommended list is then forwarded to the Department of Defense for review. Since DOD controls the money allotted for each pro pay year, it must approve each specific pro pay rating and NEC skill. If the Navy is asking too much, some ratings or NECs may be deleted from the recommended list.

The two award categories for Navy pro pay generally serve the

same purpose, but have different administrative guidelines.

In order to receive Specialty Pay P-1 \$50, P-2 \$75 or P-3 \$100, you must meet set eligibility requirements, in addition to assignment in one of the rating/NEC codes listed on page 00. You must:

- Be a career petty officer (E-4 through E-9) on active duty other than active duty for training. By definition, "career" means "has served, or is obligated to serve, seven or more years' active duty." Service in all branches of the armed forces, including Coast Guard, may be used in computing active service.

- Be recommended for pro pay by your commanding officer.

- Have completed at least 24 months of active service, which, if it includes any period of active duty for training, must be consecutive service. (Active service in any branch of the armed forces may be used to meet this requirement.)

- Have a minimum of six months' continuous active Navy service immediately before the award of pro pay. If you are discharged, you must reenlist on board within 24 hours in order to maintain pro pay eligibility. If you do not reenlist within 24 hours, you must complete at least six months' active duty on any new enlistment later.

It is noted that retired personnel, Fleet Reservists and members of Reserve components may be eligible for Specialty Pay only while serving under an effective active duty agreement, and if otherwise eligible as specified above.

With regard to assignment within one of the authorized military specialties, BuPers Inst. 1430.12G is specific in its elaboration. The directive states that only those who are "considered qualified in an authorized military specialty and are assigned to and serving in an authorized military specialty billet reflected on the command's Manpower Authorization, and utilizing the skills of the military specialty," may be awarded pro pay. A billet is considered to be on the command's Manpower Authorization as of the date its establishment is approved by the Chief of Naval Operations.

You need not necessarily be in a billet for your pay grade, but you must be serving in a billet identified

by the skill for which the award is authorized.

Note here that the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 series) shows a number of ratings compressed at the E-8/E-9 level. The compressed ratings are not listed in the *Manual of Navy Enlisted Classifications* (NavPers 15105 series) as NEC source ratings. Therefore, men involved in rating compression do not lose their previously assigned NECs. For example, a senior chief (E-8) interior communications technician with the NEC code IC-4724 who advances to master chief (E-9) electrician's mate under rating compression, may, if otherwise qualified, retain his IC-4724 code and be eligible to draw pro pay.

The *Classifications Manual* also contains a code relationship index which defines principal, component and related NECs.

If you are in the process of converting to another rating under an authorized conversion program, you may be eligible for the award of pro pay if assigned an eligible pro pay NEC and assigned to an authorized corresponding billet.

However, if the rating to which you are converting is eligible for pro pay on a rating-wide basis, you may not draw the extra money until the change in rating is actually effected. (For example, a BM1(ET) 1599/1539 may be eligible for pro pay if assigned to an NEC 1539 billet. However, a BM1(ET) 1599/000 is not eligible for pro pay until the

NOW HERE'S THIS

These Non-Cavities Demand Exploration

Dentists at Great Lakes were somewhat startled when they examined recruit dental records of the past 10 years. Of the thousands who had marched through the Naval Training Center there, each with several cavities, there were some 360 who had none whatsoever when they reported to duty.

Why, the dentists asked, should these few be so lucky?

On the part of some, it turned out, it was simply a matter of drinking fluoridated water and taking excellent care of their teeth.

However, in attempting to establish a pattern of dental perfection, researchers discovered that a large proportion of the new Navy men with few, if any, cavities came from the small farming communities of northwestern Ohio.

Since Navy dentists find it necessary to fill on average of 12 cavities in the teeth of each recruit, they decided it would be most helpful if everyone were to have whatever it was that kept northwestern Ohioans free from dental cavities.

Fluoride in drinking water, they decided, was not sufficient reason for the phenomenon. Many of the recruits with superior teeth come from small farming communities where people eat home-grown food and drink water with a high mineral content. It seemed probable, therefore, that chemicals absorbed by vegetables grown in the local soil and nourished by the water of northwest Ohio might account for the recruits' cavity-free teeth.

To test the theory, the Office of Naval Research is sponsoring controlled experiments in

the cavity-less section of Ohio. Researchers are analyzing the local water and food products and growing vegetables there.

The locally grown food is then cooked in local water or fed in raw form to animals to determine what, if any, dental benefits result from the special diet.

Although the experiments are being conducted in northwestern Ohio from which area many of the dentally superior recruits at Great Lakes originate, it appears that other areas may share the same benefits.

Examination of dental records also showed that several Navy men who reported for duty at Great Lakes from west central Florida and the northeastern portion of South Carolina had no cavities in their teeth.



rating of ET is assigned to him.)

The requirement that you be assigned to and serving in a billet reflected on the Manpower Authorization may be waived while you:

- Attend a formal course of instruction directly related to your pro pay specialty while on duty, temporary duty, or temporary additional duty under instruction.

- Attend a formal course of instruction required to qualify you for special assignment in your specialty while on duty, temporary duty, or temporary additional duty under instruction.

- Serve on permanent change of station, temporary duty, or temporary additional duty while assigned to a precommissioning or recommissioning detail.

- Are assigned temporary duty or temporary additional duty which requires the use of skills on which pro pay is based.

Commanding officers of service schools and training commands may authorize initial awards of pro pay to men attending courses or undergoing training which requires the skills on which the awards are based. However, all eligibility requirements must be met before the initial awards are made.

As specified in the new pro pay instruction, each award must be based on authorization for the recipient to be identified with the appropriate NEC or rating, or on certification of eligibility for the applicable NEC. Identification and certification of NEC eligibility must be accomplished in one of the following ways:

- The Chief of Naval Personnel, by endorsement on command recommendations, certifies NEC qualification. Upon receipt of a BuPers endorsement, credits of Specialty Pay may commence as of the date of command recommendation.

- An authorized training command makes a page 13 entry which certifies you have completed a course qualifying you for the pro pay NEC. (BuPers Inst. 1220.24 series contains course listings.) You are recommended to BuPers for the NEC assignment, and, if approved, you may be awarded pro pay effective the date you begin on-the-job service within the skill for which the award is authorized.

- The Chief of Naval Personnel records authorized NEC assignments in the enlisted master tape of the Naval Manpower Information System. The following accounting month, these NECs are reflected in the BuPers Report 1080-14 as primary or secondary assignments. If you had not established NEC award eligibility under one of the other methods, credits of specialty pay based on your NEC assignment (as reflected in your command's 1080-14) may begin on the first day of the accounting month, provided, of course, you are otherwise eligible.

Exactly how long your Specialty Pay continues depends on how you perform in your specialty, and on your continuing eligibility. Specifically, pro pay is terminated on the date you:

- Fail to maintain eligibility or perform at a proper standard.

- Are reduced to a pay grade not eligible for pro pay.

- Commence confinement. (Note that loss of pro pay may not in itself be prescribed as a punishment.)

- Are detached for transfer to preparatory school as a candidate for the NESEP program, appointment to the Naval Academy, or some other program leading to a commission. However, if you receive a direct appointment to warrant or commissioned status, pro pay may be included in "saved pay" totals if you continue to meet the prescribed eligibility requirements. (The saved pay factor ensures that you will not be paid less as an officer

than you were as an enlisted man.) All cases involving saved pay should be referred to the Chief of Naval Personnel for determination of eligibility.

- Are assigned a billet or detailed to duties not requiring the skills on which your pro pay was based.

You may be in a transient or leave status of 90 days or less and not lose your pro pay. Also, if you receive some additional duty assignment which does not interfere with your principal duties, or receive temporary duty which requires the use of skills on which your pro pay is based, you may continue to receive awards. If your temporary duty does not require pro pay skills, the awards will be terminated after 90 days.

If you are assigned to duty under instruction, temporary or otherwise, and the course requires the use of your pro skills, you may continue receiving the awards. If your technical skills are not required, the pro pay is canceled after 90 days. However, if the school is required to qualify you for some special assignment in your pro pay specialty, the awards may continue.

Also, your pro pay may continue for up to 12 months while you are in a patient status.

If you are assigned to duty which results in reclassification of your pro pay rating or NEC, and the new rating or NEC is authorized Specialty Pay, you would continue receiving awards if otherwise eligible. During periods of retraining, the amount of your pro pay would be the same as you received in your old specialty, or the rate for the new specialty, whichever is lower.

Recertification for pro pay once awards have been terminated always depends on the circumstances. If you lose pro pay because of failure to maintain a desired level of performance, recertification for awards may not take place for at least six months. Pro pay lost because of disciplinary action may be restored at the discretion of the commanding officer.

In all other cases of termination, recertification is governed by the original basic eligibility requirements.

If your designated specialty is disestablished, your pro pay is terminated as of the effective date of

William R. Maul, CTC, USN



"Then the Chief says, 'Harris . . . son, come here. Harris, we chiefs are only human you know and, frankly, valuing your opinion as I do, I need your help . . .' Then all of a sudden—Pow! I woke up."

cancellation. In this case, the only way you can receive pro pay is to be reassigned to another specialty for which an award is authorized. You must, of course, be eligible as described previously.

However, if your pro pay category undergoes a phasing out, as opposed to outright cancellation, you may continue to receive awards until the end of your enlistment. No new awards will be made in the specialty. Therefore, you must continue to maintain eligibility for the award, even though your skill is phasing out of the pro pay picture. If you should lose the award before the phasing out is completed, your pro pay could not be restored since it would constitute a new award.

Further, your eligibility may not be extended by reenlisting or agreeing to extend after the effective date of the reduction in priority or removal of pro pay. If you're serving on an enlistment or extension that provides the basis for the continuation of your pro pay, you could reenlist early and continue drawing the award to the original termination date, provided your reenlistment is effected within 24 hours.

If your Specialty Pay category undergoes a reduction in priority because of occupational requirements, training or classification policies, or for any other reason, your rate of pro pay would be that for which the skill is reassigned, effective the date of the change.

Superior Performance awards of P-1 (SP \$30) are, like the higher awards of Specialty Pay, generally intended to serve as career incentive pay for specific fields to assist in obtaining the best qualified personnel for that field.

At present, monthly awards of SP \$30 are authorized for:

- Navy Recruit Company Commanders filling BuPers controlled "I" billets at Recruit Training Commands in San Diego, Calif., Great Lakes, Ill., and Bainbridge, Md. Must be directly connected with instructing or supervising recruits.

- Navy Recruit Canvassers filling authorized billets in the Navy Recruiting Service.

- Evasion and Escape Technicians. Instructors from any source rating who are qualified as evasion and escape technicians, who serve

in designated NEC 9505 billets.

Eligibility requirements for SP \$30 include recommendation by commanding officer and completion of at least 24 months of active service, which must be consecutive service if it includes any period of active duty for training. Active service in any branch of the armed forces, including Coast Guard, may be computed.

Also, recipients of SP \$30 must have served at least six months in their authorized billet. Time on-the-job may be computed from date of commencement of indoctrination training. You may not receive both

Superior Performance pay and Specialty Pay.

With this background in mind, here's a listing of ratings and NEC codes eligible for Specialty Pay, P-1 \$50, P-2 \$75 and P-3 \$100, under the fiscal 1968 Proficiency Pay Program.

Note that source ratings listed do not in themselves qualify you for pro pay, and that certain NECs have more than one eligible source rating. If you are in one of the eligible ratings, you may establish pro pay eligibility by serving in a billet identified by the corresponding authorized NEC. See next page.

WHAT'S IN A NAME

En Garde, Alvin

Most of nature's seagoing creatures are endowed with a built-in caution signal that warns them to pick up something their own size—or smaller. Thus, a barracuda hesitates about attacking a mackerel, but rarely will he tuck a shark.

Unfortunately for the swordfish, he was out dueling somewhere when the amber lights were handed out. It is said that a swordfish will attack a whale, and there are many proven cases of these audacious fish thrusting their swords into wooden ships and boats up to the hilt.

Some scientists attribute the swordfish's disregard for its own safety to fits of temporary insanity. Perhaps this was the problem of the swordfish who last summer attacked the research submarine Alvin about 2000 feet below the surface of the Atlantic.

Alvin was minding its own business at the time, which happened to be exploring the Blake Plateau, some 110 miles east of Savannah, Ga.

Alvin, you will recall, is the deep sub-

mergence research craft which performs for the Woods Hole Oceanographic Institution, under Office of Naval Research contract. The little sub was instrumental in recovering the bomb lost in 1966 by an Air Force B-52 off the coast of Spain.

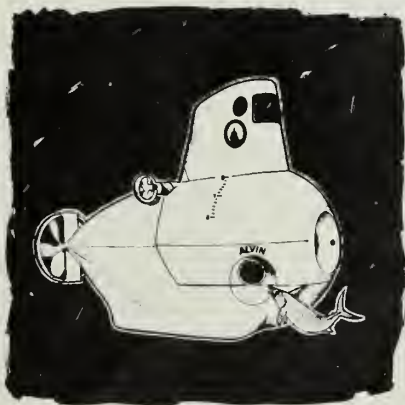
The eight-foot swordfish made its attack on Alvin soon after the sub reached the bottom to observe and take pictures of the Blake Plateau's geological and geophysical features. As the picture-taking session began, Alvin's copilot noticed a hilly feature on the bottom about 30 feet to starboard. When Alvin was moved forward a few feet to photograph a large branched coral, the "hilly feature" stirred up the sediment, and identified itself as a large swordfish.

Maybe the swordfish thought Alvin was a whale. Or a large shark. Perhaps his paranoic tendencies finally took over. At any rate, he attacked. Swimming full speed at Alvin, he drove his sword into a joint in the sub's hull, a few inches from the starboard parthole. (Alvin's parthole looks much like its eye, incidentally, indicating that the fish had taken pretty good aim).

The operators decided to take Alvin to the surface to see if there was any damage. Meanwhile, the swordfish was thrashing violently to get free of its supposed adversary.

When Alvin reached the surface, the divers on the cotomaron tender passed a line around the tail of the swordfish and secured it to the submarine. Alvin and the swordfish were then hoisted aboard the cotomaron. Later inspection showed that Alvin had not been damaged; there were only a few scratches in its fiber glass skin.

The swordfish proved to weigh 200 pounds, enough for all hands to dig those crazy swordfish steaks.



In certain instances, NECs are listed as three digits, followed by an "X", such as 031X, or are listed as two digits, followed by "XX", such as 16XX.

If you're assigned a rating series NEC beginning with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

Rating conversion codes ending with "99" are not authorized for Specialty Pay. Applicable NEC codes are marked with an asterisk.

P-1 \$50

Rating Award	Skill
AV	Avionics Technician
AQ	Aviation Fire Control Technician
AT	Aviation Electronics Technician
FT	Fire Control Technician
GMT	Gunner's Mate Technician
MT	Missile Technician
ST	Sonor Technician

NEC Code	Eligible Ratings
RD-031X (Less 0312)	RD
RD-0333	RD, AT
TM-0718	TM
RM-2314	RM, CT
RM-2333	RM
RM-234X	RM, CT
*RM-239X (Less 2395)	RM
IC-4722	IC, EM
IC-4724	IC

P-2 \$75

Rating Award	Skill
AX	Aviation Antisubmarine Warfare Technician
AV	Avionics Technician (Former AX Personnel Only)
DS	Data Systems Technician
ET	Electronics Technician

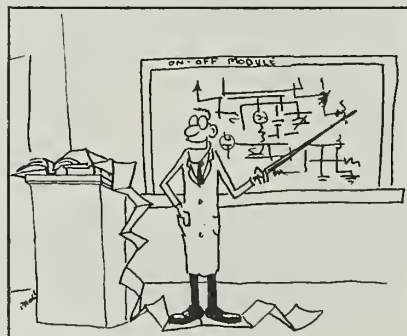
NEC Code	Eligible Ratings
RD-0319	RD
ST-0423	ST
ST-0426	ST
ST-047X	ST
ST-048X	ST
*ST-049X	ST

NEC Code	Eligible Ratings
TM-0721	TM
TM-0745	TM
TM-0746	TM
TM-0747	TM
TM-0748	TM
TM-0749	TM
GM-0873	GM
GM-0891	GM
GM-098X	GM
*GM-099X	GM
FT-111X (Less 1114, 1117)	FT
FT-1126	FT
FT-1128	FT
FT-1135	FT
FT-1137	FT
FT-1139	FT
FT-114X (Less 1146)	FT
FT-116X	FT
FT-117X	FT
FT-118X	FT
*FT-119X	FT
ET-1539	ET, RM, CT
ET-154X	ET, RM, CT, AT
RM-2315	RM, CT
CT-2401	CT
CT-2403	CT
CT-2405	CT
CT-2406	CT
DP-272X	DP
DP-277X	DP
334X	TM
3391	CE, EO, CM, SW
	UT, HM
EN-4356	EN, MM
IC-4737	IC
AQ-794X	AQ
AQ-796X	AQ, AT
AQ-7971	AQ, AT
AQ-7972	AQ, AT

P-3 \$100

NEC Code	Eligible Ratings
ST-0417	ST
ST-0418	ST
ST-0419	ST
ST-0427	ST

J. H. Paoli, IC1, USN



"Well that concludes the lecture covering the on-off switch . . . next week we'll get into power supplies."

NEC Code	Eligible Ratings
ST-048X (Less 0484, 0487, 0488, 0489)	ST
*ST-049X (Less 0494, 0495, 0496, 0497)	ST
TM-0719	TM, MT
FT-115X	FT
FT-1173	FT
*FT-1193	FT
MT-1317	MT, ET, FT, IC
*DS-16XX	DS
330X	FT
331X	MT
332X	ET
333X	ET
335X (Less 3359)	EN, EM, ET, IC, MM
338X (Less 3389)	BT, EM, EN, ET, IC, MM
AQ-7961	AQ, AT

• **CARTOON CONTEST** — The 13th All-Navy Comic Cartoon Contest is underway, and an annual invitation is extended to all Navy cartoonists.

Entries must be in black ink on 8- by 10½-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: The name of the originator; his rate or grade; service/file number; his duty station; the name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement that cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am a dependent of [Name], rate, grade, etc."

All entries should reach the Bureau of Naval Personnel (ATTN: Pers G11) by 1 July.

BuPers Notice 1700 of 22 Jan 1968 has the details.

Your Good Friend, the TransMan, Offers Some New Advice

WHEN IT COMES time for a permanent change of station move, one of your best friends might well be the *Enlisted Transfer Manual*. Like everything else in the Navy, however, the *Manual* must remain flexible to meet changing conditions.

For instance, more than 11 changes appear in the recent revision of the *Manual*, some of which are briefly described below. They cover a wide span of subjects—from overseas extensions to TAD orders to a new standardized request form entitled *Enlisted Transfer and Special Duty Request* (NavPers 1306/7) (3-67).

This new Navy-wide form, which replaces the *Enlisted Evaluation Report* (NavPers 1339) discontinued on 31 December, was developed with two aims; first, to improve the distribution and rotation procedures of enlisted men and women and, second, to reduce the paperwork in the field for processing transfer and special duty requests.

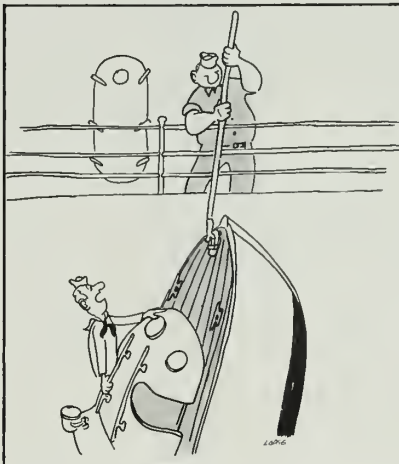
If you want to request a transfer to any of the various duties, schools, or programs administered by the Fleet and Type Commanders, EPDOs or BuPers, then the proper form to use is NavPers 1306/7 accompanied by a worksheet, NavPers 1306/8. The worksheet is used to provide space for endorsements by your division chief, division officer, department head and executive officer.

The new transfer form should not be used, however, in place of the current *Rotation Data Card* which you still use when you submit your duty preferences under the *Seavey/Shorvey* programs. Nor should the form be used to request humanitarian or first-term reenlistment incentive assignments. *ETM* Chapters 18 and 27, respectively, direct you in these matters.

Another change concerns the authorization for individuals to extend their enlistment for shore duty rather than extending for the sole purpose of being placed on the effective *Seavey* list, and the procedures to follow when canceling extension agreements.

To be entered on the *Seavey*, you must have sufficient obligated service

Billups E. Lodge, CDR, USN



"No! No! Tiny, that's not what a boat-hook is for."

to provide at least 24 months of active duty obligated service from the last order-issuing month of the *Seavey* for which you are eligible.

For example, to qualify for *Seavey* B-68, your active duty obligated service must run to September 1970 or later. Should you wish to extend your enlistment or period of active duty in order to be entered on the *Seavey*, you may do so provided you are otherwise eligible for additional naval service.

A statement of your intentions in this regard is not sufficient, however. The agreement must be signed and the necessary entry made in the command's personnel diary. Otherwise, you will not be entered on the *Seavey*.

Your agreement to extend your enlistment or to remain on active duty must be met halfway, so to speak, by the Bureau in that you are to receive a *Seavey* shore assignment, either overseas, to Hawaii or somewhere in CONUS. Not only must the assignment condition be met, but it must be received by the end of the month following the last normal order-issuing month of the *Seavey* for which you have extended.

Extensions of less than 12 months may be used in order to meet the minimum 24-month obligated time required.

Furthermore, it's a good idea to check and make sure that at the time

you make your agreement to extend, appropriate diary entries are made by your command before your *Rotation Data Card* is returned to PAMI. If the entry is not made, you will not be entered into the effective *Seavey* listing in BuPers which means you will experience a lengthy delay in receiving a shore assignment.

If you do not receive a *Seavey* shore assignment in accordance with the agreement you made, your commanding officer is authorized to cancel your extension before it becomes effective—if this is your wish.

If you do not wish to have the agreement canceled, or if the extension has already become effective, then the shore duty order guarantee will become void and you will remain on the effective *Seavey* until shore duty orders do arrive.

A change concerning overseas tours now states that if you are now on such a tour of duty, you must either be transferred in the month of your tour completion date, or have your overseas tour extended. However, when there is not a current shore requirement for your rate or rating and an overseas extension is not feasible, then you will be reassigned to sea duty, receiving a "Sea Tour" extension up to 14 months, dating from your overseas tour completion date.

A 14-month sea extension, however, will not be granted unless well justified and approved by BuPers (Pers-B21). Under such an extension, you will be kept in the ineffective *Seavey* until four months before the expiration of your extension. At that time your name automatically will be entered into the latest effective *Seavey* being used in BuPers and you will be notified by punch card of this action.

Each individual assigned to overseas service will be interviewed before his command prepares any STOs to determine if he and his dependents meet the eligibility requirements outlined in Chapter 6 of the *ETM*.

When, for any reason, the command considers an individual or his dependents to be unsuitable for overseas service, then delivery of the orders must be withheld and BuPers promptly notified of the reason. One

of three courses of action will be taken by the Bureau: either the individual will be sent with his dependents as originally planned; he will be sent without his dependents for a lesser tour as the case may be; or the orders will be canceled altogether.

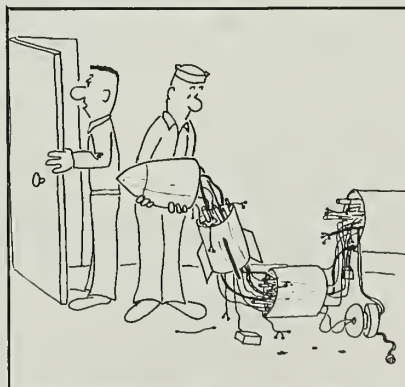
One major change affecting an individual's delay in reporting from shore duty to sea duty is the increased time in delay from 15 days to 30 days, all of which counts as authorized leave under normal rotations.

The length of normal tours ashore has changed for certain Group V and Group IX rates and ratings. With the exception of the DP and TD ratings (tour lengths are published in BuPers Inst 1306.14) and tours concerning enlisted women (outlined in Chapter 14 of the ETM), here are the shore duty tour lengths of billets currently available in the continental United States:

Rate	Length (Mos.)	Rate	Length (Mos.)
BMC	#24	GMT2	36
BM1	24	GMT3/GMTSN	24
BM2	24	FTC	24
BM3/BMSN	24	FT1	24
QMC	#24	FT2	24
QM1	24	FT3/FTSN	24
QM2	24	MTC	36
QM3/QMSN	24	MT1	36
SMC	#24	MT2	24
SM1	24	MT3/MTSN	24
SM2	24	ETC	36
SM3/SMSN	24	ET1	30
RDC	#24	ET2	#24
RD1	24	ET3/ETSN	24
RD2	24	DSC	36
RD3/RDSN	24	DS1	36
STC	#24	DS2	36
ST1	24	DS3/DSSN	36
ST2	24	IMC	#24
ST3/STSN	24	IM1	24
TMC	#24	IM2	24
TM1	24	IM3/IMSN	24
TM2	24	OMC	#24
TM3/TMSN	24	OM1	24
MNC	42	OM2	24
MN1	42	OM3/OMSN	24
MN2	36	RMC	#24
MN3/MNSN	24	RM1	24
GMMC	#24	RM2	24
GMM1	#24	RM3/RMSN	24
GMM2	24	YNC	#48
GMM3/GMMSN	24	YN1	*36
GMGC	24	YN2	*36
GMG1	24	YN3/YNSN	36
GMG2	24	CYN3/CYNSN	36
GMG3/GMGSN	24	PNC	*48
GMTC	36	PN1	*36
GMT1	36	PN2	*36

Rate	Length (Mos.)	Rate	Length (Mos.)
PN3/PNSN	36	BTC	24
SKC	24	BT1	24
SK1	24	BT2	24
SK2	24	BT3/BTFN	24
SK3/SKSN	24	EMC	24
DKC	#36	EM1	24
DK1	36	EM2	24
DK2	24	EM3/EMFN	24
DK3/DKSN	24	ICC	24
CSC	24	IC1	24
CS1	24	IC2	24
CS2	24	IC3/ICFN	24
CS3/CSN	24	DCC	#24
SHC	#24	DC1	24
SH1	24	DC2	24
SH2	24	DC3/DCFN	24
SH3/SHSN	24	PMC	24
JOC	#48	PM1	24
JO1	48	PM2	24
JO2	48	PM3/PMFN	24
JO3/JOSN	36	MLC	24
PCC	24	ML1	24
PC1	24	ML2	24
PC2	24	ML3/MLFN	24
PC3/PCSN	24	SFC	24
LIC	24	SF1	24
LI1	24	SF2	24
LI2	24	SF/SFFN	24
LI3/LISN	24	EAC	#24
DMC	#48	EA1	24
DM1	#48	EA2	24
DM2	#48	EA3/EACN	24
DM3/DMSN	36	CEC	#24
MMC	24	CE1	#24
MM1	24	CE2	24
MM2	24	CE3/CECN	24
MM3/MMFN	24	EOC	#24
ENC	24	EO1	#24
EN1	24	EO2	#24
EN2	24	EO3/EOCN	#24
EN3/ENFN	24	CMC	24
MRC	#24	CM1	24
MR1	24	CM2	24
MR2	24	CM3/CMCN	24
MR3/MRFN	24	BUC	24
BRC	#24	BU1	24
BR1	24	BU2	24

LTJG P. McVay, USNR



"Say, Chief, we seem to be having a little teensy problem loading the new missile into the rack."

Rate	Length (Mos.)	Rate	Length (Mos.)
BU3/BUCN	24	AMEC	###54
SWC	#24	AME1	###54
SW1	24	AME2	###54
SW2	24	AME3/AMEAN	###54
SW3/SWCN	24	AMHC	*30
UTC	#24	AMH1	42
UT1	24	AMH2	###46
UT2	24	AMH3/AMHAN	###46
UT3/UTCN	24	PRC	###54
ADRC	###52	PR1	###45
ADR1	###52	PR2	###45
ADR2	###52	PR3/PRAN	###39
ADR3/ADRAN	###52	AKC	###54
ADJC	###52	AK1	###54
ADJ1	*42	AK2	###54
ADJ2	###46	AK3/AKAN	###54
ADJ3/ADJAN	###46	AZC	###54
ATC	###46	AZ1	###54
AT1	###46	AZ2	###54
ATR2	###39	AZ3/AZAN	###52
ATR3/ATRAN	###27	PHC	###46
ATN2	###36	PH1	###45
ATN3/ATNAN	###27	PH2	###41
AXC	36	PH3/PHAN	###27
AX1	36	PTC	30
AX2	30	PT1	30
AX3/AXAN	24	PT2	30
AOC	*33	PT3/PTAN	30
AO1	*31	ASC	*36
AO2	24	AS1	*36
AO3/AOAN	###30	ASE2	*36
ABC	24	ASE3/ASEAN	*36
AB1	24	ASH2	*36
AB2	24	ASH3/ASHAN	*36
AB3/ABAN	24	ASM2	*36
AEC	36	ASM3/ASMAN	*36
AE1	###42	HMC	48
AE2	###45	HM1	48
AE3/AEAN	###37	HM2	42
AQC	###48	HM3	36
AQ1	###48	HN	24
AQB2	###45	DTC	#48
AQB3/AQBAN	###45	DT1	48
AQF2	###45	DT2	36
AQF3/AQFAN	###45	DT3	36
AMSC	###54	DN	24
AMS1	###54	SDC	#24
AMS2	###52	SD1	24
AMS3/AMSAN	###52	SD2	24
		SD3/TN	24

#—Effective for personnel received for a normal tour of shore duty on or after 1 Jul 1966.

##—Effective for personnel received for a normal tour of shore duty on or after 1 Jul 1966 and personnel with a TCD of 1 Jan 1967 or later.

###—Effective for personnel received for a normal tour of shore duty on or after 1 Apr 1967, and for those personnel who are presently serving ashore and who have a TCD of 1 Aug 1967 or later.

*—Effective for personnel received for a normal tour of shore duty on or after 1 Apr 1967.

NOTE: Exigencies of the service may require a departure from the above tour lengths.

Individuals in pay grades E-4, E-5, E-6 and E-7 who hold NEC 0161 (Tugmaster) and/or NEC 0162

(Boat Captain, Yard Craft), are assigned 48-month tours only if assigned to service craft units classified as shore duty having a separate service craft allowance.

All other rated service craft crewmen, regardless of rating, are assigned 26-month tours while non-rated crewmen are assigned 24-month tours. Nonrated individuals having less than 13 months' active obligated service beyond their tour completion date for rotation to sea duty are normally given a tour completion date that coincides with their EAOS.

The last of the recent changes to the *Enlisted Transfer Manual* authorizes commands to grant leave in connection with temporary additional duty orders issued to enlisted persons either within or outside the continental limits of the U. S.

For any TAD of two weeks or more, including courses of instruction, leave of any length may be granted at discretion of command.

For any TAD of less than two weeks, leave granted should not exceed the length of the temporary additional duty. Chapter 23 of the *ETM* discusses this subject in detail.

Assignment Procedures for Hospital Corpsmen Adjusted to Equalize Vietnam Duty

The continuing need for hospital corpsmen for service in Vietnam has resulted in further changes to the HM assignment procedures which went into effect early last year (*ALL HANDS*, July 1967).

As announced in BuPers Notice 1306 (14 Nov 1967), the revised assignment procedure is designed to provide sufficient corpsmen for service in Vietnam and elsewhere, while making sea-to-shore rotation schedules as fair as possible.

The new program applies to all male hospital corpsmen except those in pay grades E-8 and E-9. Note that the tour lengths specified below are subject to further revision. Here's a rundown:

Vietnam Returnees—Corpsmen eligible for Seavey who complete Vietnam tours of 12 months or more may be assigned 24 months of shore duty. The Vietnam service must involve 12 consecutive months: in a shore-based

Joseph P. Fitzgerald, RM1, USN



activity in Vietnam; with combat forces of the Fleet Marine Force deployed in Vietnam on a full rotational tour; or on board a ship continuously deployed to Southeast Asia in support of Vietnam operations. (The ships are listed in OpNav Inst. 4600.16 series.) Those who are not eligible for Seavey may be ordered to approximately 18 months of shore duty following 12 months of Vietnam service.

Corpsmen who do not have sufficient obligated service to complete the 24- or 18-month tour of shore duty will have their shore tour completion dates modified to coincide with their expirations of active obligated service.

Those with 90 days of obligated service or less who do not intend to extend or reenlist may, upon completion of the Vietnam tour, be separated from active duty. (*BuPers Manual*, article C-10306, applies.)

Shore-to-Sea—Corpsmen completing tours of shore duty, including preferred overseas shore duty, will normally be assigned to approximately 15 months of sea duty.

Sea-to-Vietnam—Corpsmen completing 12 or more months of sea duty may be assigned to Vietnam for a 12-month tour.

Exceptions to the new rotation cycle involve HMs who complete 12 or more months of sea duty and are then assigned to overseas shore duty, preferred overseas shore duty or toured (non-rotated) arduous sea duty. Following these tours, HMs may be available for duty in Vietnam.

No HM may be ordered to con-

secutive unaccompanied tours unless he so requests, and Corpsmen may not be transferred within three months of their return from a deployment of four months or more.

Those with critical enlisted classifications not usually needed at sea may be assigned longer tours of shore duty, and may not always be assigned to Fleet billets between shore duty and duty in Vietnam.

Class "A" Basic Hospital School graduates may be assigned to selected medical treatment facilities, ashore or afloat, which possess inpatient care training capabilities. Following two or more months of such training, these corpsmen may be reassigned to sea duty or Vietnam duty.

Corpsmen are made available to BuPers for assignment to sea duty six months before completing their 18- or 24-month tours ashore.

Those who complete 12 months or more of sea duty in the Pacific Fleet may be reassigned by the Enlisted Personnel Distribution Office, Pacific, to unaccompanied or "in country" tours.

Corpsmen in the Atlantic Fleet for 12 months or more may be reassigned to the Pacific. However, HMs serving with the Fleet Marine Force, Atlantic, may be reassigned at any time to meet requirements.

Overseas shore tours for HMs may be for no less than 24 months. Those on overseas shore duty who are accompanied by dependents may not be transferred until the dependents have been physically located at the overseas activity for at least 12 months.

Corpsmen who complete the Vietnam tours are encouraged to indicate broad duty preferences (by naval district) when requesting shore duty. (The increased turnover of HMs between Vietnam and U. S. shore duty often rules out assignment to a specific area or duty station.)

Vietnam returnees are given priority consideration for assignment to class "B" or "C" school. Selected Corpsmen third class may request Advanced Hospital Corps School Class "B" in accordance with BuMed Notice 1510 of 7 Jun 1967.

All school choices should be indicated on the rotation data card submitted before the hospital corpsman completes a tour in Vietnam.

Hawaii, Hub of the Pacific — The Good Word, On & Off Duty

HAWAII HAS, for many years, been Mr. Big in the Navy's Pacific scheme of life, but what with the Vietnam situation, it is really becoming mammoth.

The relatively small island of Oahu, for example, is now the military nerve center of the Pacific, coordinating the U. S. Armed Forces' efforts over nearly half the earth's surface.

The top command is the Pacific Commander in Chief (CINCPAC). This military complex encompasses some 85,000,000 square miles; includes more than 870,000 fighting men of all services; and directs 560 major combat and support ships and 6000 combat and support aircraft.

The staff of CINCPAC is drawn from all services. His major subordinate forces are the Pacific Fleet, Pacific Air Forces, Pacific Army and the Pacific Fleet Marine Force, all with headquarters on Oahu.

The Pacific Fleet is in direct communication with its chief striking force, the U. S. Seventh Fleet, operating in the Western Pacific.

The Commander Fleet Marine Force has headquarters at Camp H. M. Smith.

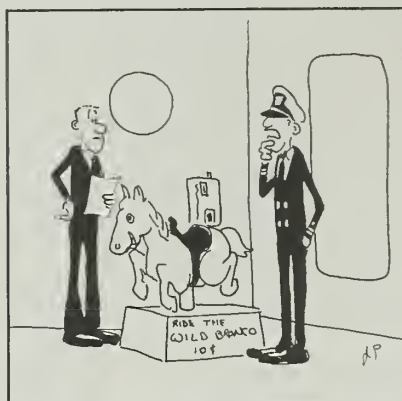
The relatively new command of Commander Antisubmarine Warfare Force, U. S. Pacific Fleet, directs ASW efforts of fleet units from Ford Island, in the middle of Pearl Harbor.

Commander Fleet Air Hawaii and Commander Fleet Air Detachment Barber's Point, are directed from Barber's Point Naval Air Station in Lee-ward Oahu.

Other commands supporting the Pacific Fleet are the Hawaiian Sea Frontier, which directs search and rescue operations within 10 million square miles of the central Pacific; Commandant 14th Naval District, who is the area coordinator of the Navy shore activities in Hawaii and Midway; and the Commander Pearl Harbor Naval Base.

Coordinating the training and administration of more than 50 nuclear, conventional and missile launching submarines in the Pacific is the Pacific Fleet Submarine Force Commander. The headquarters of the Pacific Fleet Submarine Force is the Pearl Harbor Submarine Base. It is

All-Navy Cartoon Contest
J. H. Paoli, IC1, USN



"Think the Recreation Committee should have invested in a candy machine instead?"

easily identified when entering Pearl by its 136-foot-tall escape training tank.

Within Pearl Harbor itself, an elaborate command supports the Pacific Fleet.

There is the Shipyard, some 60 years old. It has become the largest industrial organization in the Pacific. With four drydocks, two marine railways and many specialized shops, it services more than 800 ships in an average year.

The Naval Station, formerly a receiving station, provides in-port services for ships of the Navy's operating forces. It also receives and processes records of men heading for duty with western units of the Fleet, as well as those returning. Most of the naval base recreation activities are administered by this command.

As a storehouse for the Fleet, the Naval Supply Center receives and issues material to local activities and forces afloat. The Center stocks over 177,000 different types of items, valued at \$92 million and occupying over 3.7 million square feet of storage space.

The Fleet Training Group graduates an average of 1000 men a month from 56 courses of study. Several million dollars worth of radar, sonar, gunnery and other equipment is used by the school's 60 enlisted instructors. Men of all services attend these schools.

The Naval Ammunition Depot, the largest in the Pacific, covers 11,000

acres at Lualualei, Waikale and West Loch.

Commander Fleet Air Hawaii, with headquarters at Barber's Point, commands the Naval Air Station Barber's Point and Naval Station Midway. The Barber's Point activity is one of the Navy's largest, and is a supporting base for aircraft.

A major destroyer command has its hub at Pearl Harbor, Destroyer Flotilla Five. Its three squadrons provide destroyers for antisubmarine warfare operations.

The commander of the Seabees is a rear admiral who is also the director of the Pacific division of the Naval Facilities Engineering Command.

There are, of course, other facilities attached to the command, but that's enough to give you the general idea. It's a big outfit. If you have received your orders to Hawaii, they'll find room for you somewhere. Don't worry about it.

Here's a rough outline of what you can expect before and after you arrive or the island, according to those who have been through the mill before.

In the first place, Hawaii is approximately 2400 miles southwest of San Francisco and consists of a narrow archipelago stretching 1500 miles in a northwest-southeast direction.

The principal portion of the chain consists of seven islands located in the extreme southeastern portion of the group. These islands are called, from southeast to northwest, Hawaii, Maui, Lanai, Molokai, Oahu, Kauai, and Niihan. Honolulu (which is the capital, chief city and port) and Pearl Harbor are on Oahu.

According to an early 1967 estimate, Hawaii's population is 748,000. About four-fifths of the people live on Oahu. There are about 112,000 armed forces personnel and families stationed in the Islands.

As a city, Honolulu is comparable to mainland cities of the same size. Department stores, banks, schools, entertainment opportunities and availability of material and supplies are on a par with comparable mainland cities.

Climate—Hawaii's climate is great. Situated in mid-Pacific and influ-

enced by the ocean currents and tradewinds from the northeast, the Islands enjoy an average temperature which is lower than the latitude would indicate, and which makes climate subtropical rather than tropical. Because of the mountains, the amount of rain which falls varies within a short distance.

The temperature is just about perfect. For many years the average daily range has been 9.5 degrees. The average temperature at Honolulu is 75.2.

One point to bear in mind—Hawaiian Standard Time is two hours behind Pacific Standard Time. At last report, the Islands do not observe Daylight Saving Time.

Housing—(Note: Reports on housing are subject to change, and the information printed below may well have been revised by the time you read this or by the time you receive your orders to Hawaii. With these reservations in mind you may find this report on housing helpful. However, always check with the Family Services Center nearest you when you receive your orders to your next duty.)

Housing and cost-of-living allowances may be authorized to minimize the average higher costs of living. At the present time, the cost-of-living allowance is not authorized on Oahu; it is, however, payable while serving in Kauai, Maui, Molokai, and Hawaii. The housing allowance is payable except when government quarters are assigned to, or occupied jointly by, you and your dependents.

Oahu is the most populous island in the Hawaiian chain and this creates certain problems if you are not eligible for housing. The cost of living is considerably higher than on the mainland. The cost of homes on Oahu is inflated; a high percentage of suitable land holdings are controlled and not sold outright; costs of materials are high because of the scarcity of local industries and the costs of shipping from the mainland; and the competition for rental housing is keen.

There are two Navy Family Services Centers (Pearl Harbor and Barber's Point) which provide extensive Welcome Abroad Information Kits and are ready and able to provide information and assistance in any area.

Food prices are relatively high.

Finding a Place to Live—You should have little trouble finding furnished hotels or hotel apartments with cooking facilities. There are many; most are in the Waikiki area. Rental rates range from \$70 to \$150 a week, depending on location and size.

The Armed Services Community Housing Office at Fort DeRussy will help you to find temporary accommodations.

Dependent Travel—Since entry approval to the Hawaiian area is not required, you will have to decide whether or not the family should travel with you.

However, because it takes so long to find local housing and because the cost of living in temporary quarters is so high, you are encouraged to leave your dependents on the mainland until you find a place to live. Many men have been unable to find permanent quarters before their Temporary Lodging Allowance expired, and this has led them into serious financial difficulty.

If you *must* bring your family, concurrent travel will be arranged by your command in accordance with BuPers Inst 4650.14 series. The Commandant, 12th Naval District, makes

booking assignments.

The normal overseas shore tour length for Hawaii is 24 months without dependents; 36 months with them. If your dependents arrive in a tourist status, or if you become married in the area, Com14 will approve requests for declaration of "command-sponsored" dependents, provided you are in pay grade E-4 with more than four years' service, or above, and you have enough obligated service to complete a normal tour (36 months) computed from the date your tour commenced. The obligated-service requirement for command sponsorship does not apply to afloat personnel.

If you are in pay grade E-4 with less than four years' service, or below, and bring your family to sunny Hawaii, you are going to run into trouble unless you have a rich uncle watching over you. The higher cost of living on Oahu, as compared to many locations on the mainland, is made worse by the shortage of reasonably priced rental housing. Available rentals are almost without exception at a rate much higher than you would expect to pay.

Navy Family Housing—Furnished (or unfurnished, if you prefer) ade-

NOW HERE'S THIS

AP—Enlisted Aviation Pilot

Although they are a fading breed, there are still 34 enlisted pilots on active duty in the Navy. One of them is Master Chief Air Controlman Robert K. Janes, who presently flies



far the Naval Support Activity in Saigon.

Chief Janes is a pilot for "Air Cafat," Navy SuppAct's seven-plane airline serving the four corps areas of South Vietnam. He averages over 100 hours' flying time each month and has over 7000 hours' total flying time. He is qualified to fly 25 various types of aircraft, including seven jets, newest of which is the A-4 Skyhawk.

Chief Janes flies six days a week for Air Cafat's Market Time flight support missions, transporting passengers and cargo to and from the 11 detachments of Naval Support Activity Saigon.

He entered the Navy in March 1943 and served in a Fleet oiler in the Atlantic and Pacific Fleets during World War II. He later entered St Mary's College in Berkeley, Calif., for pre-flight training, then attended flight training at Corpus Christi, Tex., and Pensacola, Fla. He received his wings in 1947, as Aviation Pilot First Class.

quate public quarters up to four bedrooms are available to officers.

Also, furnished or unfurnished adequate public quarters up to four-bedroom size units, in-lease housing and unfurnished inadequate public quarters up to three bedrooms are available to enlisted personnel.

Adequate public quarters are normally furnished with basic items of furniture and major appliances. However, housekeeping items such as curtains, draperies, linens, dishes, pans and minor appliances (such as radios, TV and toasters) are not provided. A limited number of aloha kits are provided by many of the commands, the Navy Relief Society and Navy Wives clubs.

You do not, of course, receive BAQ when you occupy adequate government quarters.

In-lease civilian housing is available within reasonable commuting distance. To alleviate the shortage of adequate public quarters, DOD has authorized the Navy to lease privately owned housing. The Navy negotiates leases with private landlords and makes the units available to personnel on the waiting lists. Assignment is on the same basis as for adequate public quarters. You do not receive BAQ. Some of the units have common laundry facilities with coin-operated washers and dryers. If you live in one of these places you may store your personally owned washers and dryers in Navy nontemporary storage without cost.

Inadequate public quarters are normally furnished with only a range and refrigerator. However, a minimum set of furniture may be rented for as long as three months for a nominal amount and, in some circumstances, this period may be extended.

The units are designated "inadequate" on the basis that they are old buildings of temporary construction and are located relatively close together. Rental rates, including utilities (except telephone, of course), are 75 per cent of your BAQ regardless of the number of bedrooms.

The Navy provides school bus transportation where required to local public schools and some private schools if you live on federal property. This includes only those who live in adequate and inadequate public quarters. No school bus service is

Lt. Melville C. Murray, SC, USNR



"Are you sure this was the detergent you got at the ServMart?"

provided if you live in in-lease housing.

Waiting periods vary during the year and from year to year. During the summer months there is usually a large turnover, and the waiting period is relatively short if you arrive in May, June or July.

There are a number of Navy and Marine Corps housing areas on Oahu, and quite a few are available to individuals assigned to the Pearl Harbor area. In short, the actual waiting period depends to a considerable extent on the activity or location to which you are assigned, the housing area chosen and the time of arrival during the year.

Housing applications are accepted upon the arrival of you or your dependents on Oahu. You must have at least six months' foreseeable duty in the area at the time your name is reached.

Upon reporting to the area, if you want Navy family housing, contact the Housing Officer of the command to which you are being ordered. Your name will be placed on the waiting list if your application is submitted within 30 days of arrival. If you wait for more than 30 days, your name will be put on the list on the date it is received.

Information on local conditions and current waiting periods is provided by the various commands that administer family housing. A list of these commands may be found in the current edition of the Oahu living conditions pamphlet.

Temporary Lodging Allowance—If you are eligible to have your dependents accompany you to Hawaii, you are eligible for TLA. This allowance is paid when you are unable to find suitable government or civilian housing and must use civilian hotel-type accommodations.

TLA may be authorized for as long as 30 days after arrival for duty or for reassignment to another Pacific area. Payment may be extended for another 30 days at the discretion of the commanding officer. It is also authorized for the five days before your departure upon transfer from Hawaii. This, too, may be extended for another five days at the discretion of your CO.

If you are transferred to or from ships homeported in Pearl Harbor, you are also entitled to TLA. However, if you go to sea for one day or longer, you personally lose your portion of the allowance while you are at sea. Payment in this case would be authorized only for your dependents. Better keep this in mind if it looks as though you might pull some sea duty shortly after your arrival.

You are expected to arrange for permanent housing as soon as possible after your arrival.

If you want to make hotel reservations before your arrival (and it's wise to do so) contact the person you are about to relieve or, if you are an enlisted man, the personnel officer of the command to which you are ordered. Another satisfactory alternative is writing to the Director, Armed Services Community Housing Office, APO San Francisco 96558. The office is jointly staffed by representatives of all armed forces components on Oahu and serves personnel of all grades.

Private Rentals—This office also maintains listings of available rental units and will help you to find what you are looking for. You'll need all the help you can get.

Bear in mind that although Hawaii is a year-round tourist attraction, the laws of supply and demand still operate. The demand for housing has exceeded the supply for some time. In short, you can expect to pay more and get less in housing than you would have on the mainland.

You can expect to take a month or more to find what you want. One-

bedroom units for couples or families with one child are normally available between \$85 and \$120. You'll find most of these in the Waikiki and central Honolulu areas. Although multi-bedroom units are available, you may have to look harder and wait longer. Two- and three-bedroom units range from \$100 to \$325. Living quarters with four-bedrooms are scarce and still more expensive.

Normally, rents are lower for larger units located on either the Windward or Leeward sides of the island. "Windward" refers to the coastal plain lying on the north-eastern side of the Koolau mountains; "Leeward" refers to the coastal plain on the southwestern part of Oahu west of Honolulu and also that part west of the Waianae range.

Utilities are relatively higher in Hawaii than on the mainland. Generally, the higher your home is above sea level, the cooler and damper are the conditions which exist. Few homes have permanent heating systems.

You will be expected to pay for all utilities, yard service and other such fees, and to deposit a fee to cover damage during occupancy. You may have to pay two months' rent in advance.

Older houses may have termites. If so, they may get into your furniture. When looking at prospective rentals, check for signs of termite damage. Termite dust, which looks something like sawdust, is the fatal clue.

If you are eligible to live ashore and draw your basic allowance for quarters, you will also be eligible to draw a station housing allowance. Here are the daily rates, effective as of 11 April 1967:

Grade	With Dependents	Without Dependents
O-10 through O-7	\$3.70	\$2.95
O-6	3.10	2.55
O-5	2.90	2.40
O-4, W-4	2.65	2.20
O-3, W-3	2.40	1.95
O-2, W-2	2.20	1.75
Rate		
O-1, W-1	2.00	1.55
E-9, E-8	1.60	1.15
E-7	1.55	1.00
E-6	1.45	.95
E-5	1.40	.95
E-4 (over four years)	1.40	.95

The Station Housing Allowance is not granted automatically; you must apply for it. The command to which you are attached will help you to fill out the necessary forms.

Utilities—Electricity is the same as on the mainland—110 volts, 60 cycle, AC. In some areas, 220 volts is available for major appliances.

Gas is piped into some public housing areas, not to others.

Household Goods—You are entitled to have your household goods packed and shipped at government expense. You are also entitled to temporary storage of household goods at government expense for 90 days and, if circumstances warrant, they may be held for an additional 90 days. However, to avoid unnecessary expense to the government, you should make every effort to furnish a delivery date as soon as possible after your arrival.

It is suggested that, before shipment, you talk to the Household Goods Section of your shipping activity regarding the liabilities of carriers, and the advisability of insuring your goods.

Shipment of Autos—Officers and enlisted personnel of pay grade E-4 (with more than four years' service)

and higher grades may ship without charge their privately owned autos to Hawaii in MSTs and commercial vessels.

As soon as possible after receiving your orders, notify the facility at NSC Seattle, NSC Oakland or NSC San Diego, enclosing two certified copies of your orders. The time of receipt of your application may govern the priority of shipment of your car, so prompt action in submitting your application will be to your advantage.

It may take several weeks before your auto arrives from the mainland; longer if it comes from another overseas area.

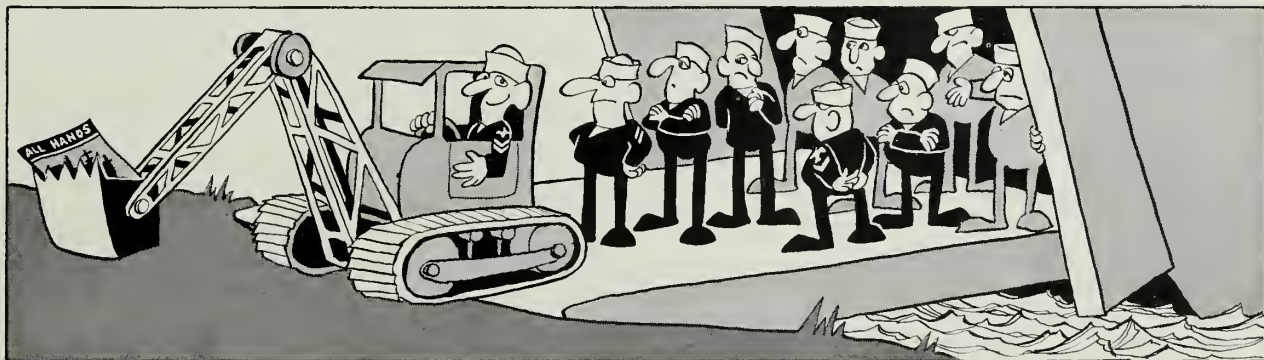
Upon your arrival, let the people at the Household Goods and Automotive Section know where they can get in touch with you. You'll get your car quicker.

Auto Registration and License—Within 10 days after your car arrives in Hawaii, you must obtain either Hawaiian license plates and registration, or a motor vehicle permit which entitles you to continue to use your out-of-state plates and registration.

Requirements for obtaining an Armed Forces Vehicle Identification decal include liability insurance coverage and a Hawaii safety inspection sticker. Navy Exchange garages are authorized to make inspections and issue inspection stickers.

Information on registration procedures may be obtained from the Naval Supply Center at the time you pick up your car or from your personnel office or the Pass Office of your installation.

Nonresidents 20 years or older who have a valid driver's license from another state may drive within the State of Hawaii for 90 days. After



GET THE SCOOP from ALL HANDS, but be sure to pass it on as there are nine other shipmates waiting to read it.

that time, a Hawaii driver's license must be obtained.

A special operator's license is required to operate a motorcycle, motorbike or scooter. The current fee is \$3.00.

A minor (15 to 20 years) is not permitted to drive in Hawaii until he has filed a notarized parental consent card with the Honolulu police and obtained a Hawaii driver's license. Mainland licenses issued to minors are not valid in Hawaii and there is no 90-day grace period as provided for adults.

All branches of the Armed Forces in Hawaii require that an operator or passenger on a two-wheeled motor-driven vehicle wear an approved helmet properly fastened when on military reservations. You are also required to wear such a helmet when off-base in uniform.

Wardrobe—Summer uniforms are authorized for year-round wear. Winter uniforms should be brought for use during possible temporary duty to other military bases where seasons include cold weather. You may wear civilian clothing during off-hours on shore.

Men's aloha shirts are the standard informal garb, and are acceptable in most hotels, clubs and restaurants without the coat and tie.

Play clothes, shirts and slacks are part of everyday living for women. Sundresses for afternoons and cocktail dresses for special evenings are a must.

For the winter months, lightweight wool clothing will be used on many days and most evenings. Sweaters and a raincoat are necessary. A mainland summerweight coat is almost too warm.

Recreation — Recreation facilities are outstanding. Year-round golf, swimming, fishing, tennis, boating and team sports are possible. Many pools and some beaches are maintained by the military for Armed Forces use. Hunting is permitted in some areas. Kilauea Military Camp affords extensive recreation facilities for personnel on leave and their dependents.

Medical and Emergency Services— Outpatient care is provided for service personnel and their dependents at the facility that maintains the sponsor's medical records. When necessary, further care will be ar-

ranged at the Army's Tripler General Hospital which, by joint agreement, is responsible for hospitalization of naval personnel and their dependents.

Schools—Kindergarten classes are available at most elementary schools, but attendance is not compulsory. Children who will be five years old on or before 31 December of the current school year are eligible.

First grade students must be six years of age on or before 31 December of the current school year. Attendance is compulsory for all children between the ages of six to 16.

Students who register in Hawaii schools for the first time must have a birth certificate, a health certificate signed by a physician and a record of immunization against smallpox, diphtheria, and typhoid fever. Physical examinations for school entry are available at military dispensaries. Students who transfer from other schools must have a transcript of their previous school records.

Because of the high rate of transfer and enrollment in schools near military installations, it is advisable to register your children as soon as you know where you are going to live. Schools are open during the summer for this purpose.

Additional information regarding special facilities may be obtained by writing to the Department of Education, P. O. Box 2360, Honolulu, Hawaii 96804.

There are several private and parochial schools available. Information should be obtained directly from the school in which you are interested. Write to the school as early as possible, because many have more applications than vacancies.

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"How do you like it so far? . . ."

The University of Hawaii is located in Honolulu and offers a wide selection of courses in undergraduate and postgraduate college work. A variety of evening non-credit courses is offered to anyone interested. Information may be obtained by writing to the University of Hawaii, Director of Admissions, Honolulu, Hawaii.

Other colleges that offer bachelor degrees include Chaminade College of Honolulu, the Church College of Hawaii at Laie, Oahu, Hawaii, and Hawaii Pacific College of Honolulu.

In addition, there are several private business and technical schools in Honolulu.

Pay Increase Means Shift In BAQ for Some Grades

Along with the recent 5.6 per cent pay increase came some changes in basic quarters allowances for certain pay grades.

For example, if you are in pay grade E-4 or above with four or more years' service and have no dependents, you are entitled to a BAQ while in a travel or leave status between permanent duty stations. This includes time granted as delay en route or proceed time when you are not assigned to quarters of the United States.

Furthermore, if you were in a PCS travel or leave status which started before 1 Oct 1967 and ended after that date, you are entitled to BAQ funds for that period of time after 1 October. Credit will be substantiated by a copy of your orders, containing all endorsements, or by leave papers.

If you should occupy government quarters for less than 30 days while a transient carrying PCS orders, you will still be entitled to BAQ. Retroactive adjustments on your pay record may be made if you have previously been denied BAQ since 1 October; however, you must have been on active duty on 16 Dec 1967 to be eligible.

Except for member with three or more dependents, the rates of BAQ for pay grades E-1 through E-4 with four years or less service were increased by the new pay bill. This increase requires that Q allotments for dependents be increased in many

cases. For example, Q allotments in the earlier amounts of \$95.20 and \$123.10 are required to be increased to \$100 and \$130.60 respectively, effective 1 Jan 1968.

These changes were made automatically by the Navy Finance Center in Cleveland.

If your Q allotment was automatically increased and you wish to allot more than the minimum amount required, you first must stop the automatic allotment and then register a new allotment which will become effective the following month. Do so before the middle of the month to allow sufficient time for the administrative changes to be made.

New Clothing Allowance Changes Are Announced

New clothing allowance rates which became effective on 1 January reflect a substantial increase in one category, and reductions ranging from 12 cents to \$8.30 in others.

The initial clothing allowance for Naval Aviation Cadets and Aviation Officer Candidates was increased by \$7.08—from \$269.51 to \$276.59. Reductions include cuts ranging from \$8.30 in the initial, one-time allowance for enlisted men (recruits), to 12 cents less in the partial initial allowance designated for enlisted women.

The new rates became effective six months after the previous change. Normally, clothing allowances are revised once a year, with new rates effected on a fiscal, 1 July basis. The allowances are governed by actual costs for clothing, as determined by Navy and Department of Defense study groups.

Here are the new rates:

- Initial Clothing Monetary Allowance (ICMA)—Generally reflects the cost of a seabag for recruits. Enlisted men, \$211.32 (down from \$219.62). Enlisted women, \$314.76 (down from \$315.00). Naval Aviation Cadets and Aviation Officer

Candidates, \$276.59 (up from \$269.51).

- Partial Initial Monetary Allowance—Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$55.03 (down from \$57.05). Enlisted women, \$174.64 (down from \$174.76). Naval Aviation Cadets reverting to enlisted status, \$168.13 (down from \$175.58).

- Basic Maintenance Allowance (BMA)—Monthly clothing allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80 (down from \$5.10). Enlisted women, \$5.70 (same).

- Standard Maintenance Allowance (SMA)—Regular monthly clothing allowance included in pay after three years of service. Enlisted men, \$7.20 (down from \$7.80). Enlisted women, \$8.70 (same). It should be noted that the standard monthly allowance for men and women in pay grade E-7 or above is \$7.20 monthly.

New Program Grants Extended Leave to Earn Medical Degree

THROUGH A NEW medical education program, study toward a medical profession has been made possible for Regular Navy officers of other categories.

It is a program whereby USN-type officers from other fields, who have served at least two years on active duty, may take an extended leave of absence to study for a degree of Doctor of Medicine.

Here are the details. Extended leave, as it is referred to here, would normally be granted for a maximum of five years: four years to complete medical school and one year to complete a civilian internship. In the event intern training is preferred through a naval internship, then a four-year leave of absence would be sufficient.

Regardless of the length of the leave, the individual must bear all expenses incurred because, unlike many share-cost education programs sponsored by the Navy, this one must be financed solely by the individual. This might prove to be exceedingly difficult for some since all pay and allowances during an ex-

tended leave period are discontinued.

However, applicants may accept scholarships approved by the Chief of Naval Personnel (Pers-B623) to help pay their school costs. As a rule, scholarships authorized by BuPers are those offered by tax-exempt corporations, foundations, funds or educational institutions organized and operated primarily for scientific, literary or educational purposes.

A request for authorization to accept a scholarship should contain complete information on the type of scholarship, including the applicant's eligibility, name of the foundation, corporation or fund which provides the award, a copy of the letter granting the award, and the total value of the award.

As with most educational programs offered by the military, there are certain obligations an individual must fulfill if he is to participate in this program. Primary among them is the length of time to be served in return for the leave of absence. In this case, for each year of extended leave granted, the officer is required

to obligate himself to six months' active service.

In addition, he must agree to retain his commission in the Regular Navy for as long as he has obligated himself. This obligation will be in addition to any other obligated service unfulfilled at the time he applies for the Medical Education Program. The officer must also agree to apply for an appointment in the Medical Corps in the grade and lineal position for which he is professionally eligible. This must be done within six months after he completes his academic requirements for the MD degree. If he is not selected for such an appointment, then he must agree to accept an appointment in the Medical Corps, Naval Reserve, should it be offered.

Applicants accepted for the Medical Education Program will be assigned to the naval activity nearest the medical school to be attended.

For a more thorough explanation of the program, refer to BuPers Inst 1520.101: Subj: Medical Education Program for Regular Officers (Excess Leave).

Naval Personnel Eligible As 'Leadership Interns' In Government Assignments

For the second year, a presidential commission has appointed young men between the ages of 23 and 36 to serve as leadership interns in high echelons of the federal government. Appointees are known as White House Fellows.

The White House Fellows Program was established by the President to give rising leaders one year of firsthand, high-level experience with the federal government and to increase their sense of participation in national affairs.

Past assignments have included work with the White House Staff, with the Vice President and each of 10 cabinet officers. In addition to their duties as special assistants, White House Fellows will take part in an orientation program conducted by the President's Commission and White House Fellows staff.

Appointments can be made from among both civilian and military candidates and, although the qualifications are simple, the competition is strong.

Selection is limited to those who:

- Comply with age requirements as of the year of selection.
- Are citizens of the United States.
- Have graduated from an accredited four-year college.
- Have demonstrated unusual ability, high moral character, outstanding motivation and a broad capacity for leadership.
- Show exceptional promise of future development.
- Are dedicated to the institutions of the United States.

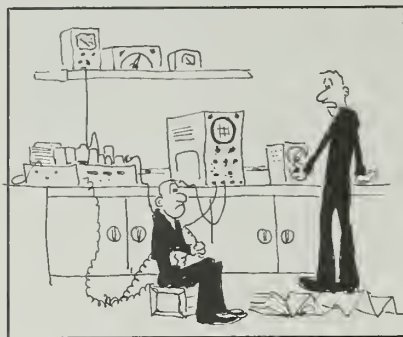
Candidates may apply as individuals or they may be nominated by an organization (normally the organization which employs them).

Candidates may also be nominated by an individual or group having special knowledge of their abilities and potential.

Navy men who are awarded a White House Fellowship receive their normal pay and allowances. If they are selected for special training at an institution which charges tuition, their educational expenses are paid by the government.

Applications and nominations are

J. H. Paoli, IC1, USN



"Sorry it has to be this way . . . but we don't have any replacements for R-21 on board."

usually accepted for White House Fellowships beginning in the fall and closing in January. Nominating letters should be addressed to the Chairman, Commission on White House Fellows, The White House, Washington, D. C. 20500.

Individual applications should be made on a special form which may be obtained from Mr. Thomas W. Carr, Director, Commission on White House Fellows, The White House, Washington, D. C. 20500.

All candidates are interviewed by one of 11 regional panels and the most outstanding applicants are recommended to the President's Commission on White House Fellows. This commission makes the final recommendations to the President.

Navy men who apply for a Fellowship and receive notice for an interview with one of the regional panels, should notify the Chief of Naval Personnel (Pers C 312).

Announcement of the program was made in BuPers Notice in the 1560 series.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen process by (WS).

The Tall Women (C): Western; Anne Baxter, Maria Perschy.

Hawaii (WS) (C): Drama; Julie Andrews, Max Von Sydow.

Two for the Road (WS) (C): Comedy; Audrey Hepburn, Albert Finney.

I Deal in Danger (C): Melodrama; Robert Goulet, Christine Carere.

The Gnome Mobile (C): Fantasy; Walter Brennan, Ed Wynn.

Frozen Alice: Drama; Mark Stevens, Marianne Koch.

The Blue Max (WS) (C): George Peppard, James Mason.

Hombre (WS) (C): Western Drama; Paul Newman, Frederic March.

The Fantastic Voyage (WS) (C): Science Fiction; Raquel Welch, Stephen Boyd.

The Quiller Memorandum (WS) (C): Mystery Drama; Senta Berger, Max Von Sydow.

The Murder Game: Drama; Ken Scott, Marla Landi.

That Tennessee Beat (C): Musical Drama; Minnie Pearl, Merle Travis.

Panic in the City (C): Drama; Anne Jeffrey, Nehemiah Persoff.

A Guide for the Married Man (WS) (C): Comedy; Walter Matthau, Inger Stevens.

In Like Flint (WS) (C): Mystery Comedy; James Coburn, Lee J. Cobb.

Come Spy With Me (C): Mystery Comedy; Troy Donahue, Andrea Dromm.

Goldsnake (WS) (C): Mystery Drama; Stanley Kent, Annabella Incontrera.

Women Times Seven (C): Comedy Drama; Shirley MacLaine, Alan Arkin.

Ride the High Wind (C): Adventure Drama; Darren McGavin, Maria Perschy.

The Greatest Story Ever Told (WS) (C): Biblical Drama; Max Von Sydow, Dorothy McGuire.

The Family Way (C): Comedy Drama; Hayley Mills, John Mills.

The Viscount (WS) (C): Melodrama; Kerwin Mathews, Edmond O'Brien.

The Dirty Dozen (C): Melodrama; Lee Marvin, Ernest Borgnine.

How to Steal a Million (WS) (C): Comedy; Audrey Hepburn, Peter O'Toole.

The Bobo (C): Comedy; Peter Sellers and Britt Ekland.

TIME TO TALK TAXES

There was a young sailor named Max,
Whose pay filled up six gunny socks.
But don't worry, Sam,
He's in Vietnam,
So Max needn't pay income tax.

NEEDLESS TO SAY, the above lines weren't extracted from an Internal Revenue Service directive. As hard as the federal Internal Revenue Service tries to make its income tax information readable and easily understood, it hasn't yet descended to writing limping limericks.

Yet the basic facts are true. If Max is an enlisted Navyman in the Vietnam combat zone, his service pay is not taxed by the federal government no matter how much he may earn. (But his home state might have other ideas.)

Max and his friends need not even file federal income tax returns until 180 days after they leave the combat area or are discharged from a hospital outside the United States where they were hospitalized for injuries received in a combat zone.

Commissioned officers, on the other hand, don't receive the blanket exemption that enlisted men enjoy. Nevertheless, the first \$500 they earn each month in a combat zone or while hospitalized as a result of combat zone duty, is not taxed. The exempted service pay is, therefore, not included on their form W-2. The same applies to officers in Vietnam on TAD.

Officers, like enlisted men, are not obligated to file a federal income tax return until 180 days after leaving the combat area or a hospital outside the United States after recuperating from injuries received in a combat zone. All Navyman who are missing in action or taken prisoner in a combat zone are also subject to this provision.

Every Navyman who delays filing his tax return should write at the top of form 1040 "Served in combat zone as a member of the Armed Forces from (date) to (date). Postponed due date is (date)." The applicable dates, of course, should be filled in by the Navyman making the return. Delayed returns should be filed on Form 1040 rather than 1040A.

Servicemen not in a combat zone are expected to file a federal income tax return by midnight on 15 April

unless they are outside the United States in which case they can wait until 15 June. Those choosing the later date, however, must pay interest on the balance of tax due. Navyman must also comply with the income tax laws of the state in which they are domiciled.

In addition to federal and state income taxes, some servicemen may be liable to income taxes imposed by their county or city. No blanket statement can be made concerning who need pay such taxes so each Navyman should inquire of his judge advocate or local county and city concerning his tax liability.

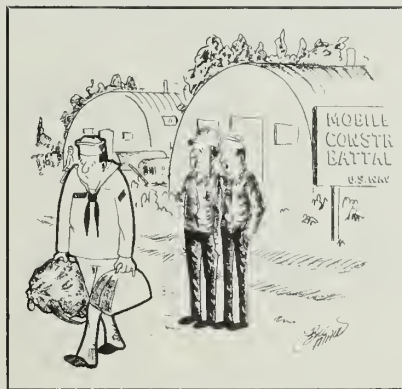
They will find, for example, that military personnel domiciled in and considered residents of New York City are taxed on their income as are those domiciled in Baltimore and all Maryland counties.

On the other hand, all Ohio, Michigan and Pennsylvania cities exempt servicemen from taxation on their military pay. Other local jurisdictions may, of course, have other laws.

The state entitled to receive your tax payment is that in which you are domiciled—not necessarily the state in which you are stationed.

Your domicile is your permanent legal residence and the state in which you vote and exercise other prerogatives of a citizen. It is considered to be your home state and the place to which you intend to return permanently.

William R. Maul, CTC, USN



"There's one of life's little tragedies. Enlisted right out of school . . . volunteered for the Seabees to get over here . . . But, just couldn't overcome the handicap of his name . . . Victor Charlie Cong."

Nevertheless, the state in which you are stationed can also tax you as a nonresident on wages earned from moonlighting, from income received from rental property or other such income earned within its jurisdiction.

There are some new laws applicable to taxation of income earned during 1967 as well as court and Internal Revenue Service rulings concerning income tax deductions, obligations and procedures. Some of these apply specifically to servicemen while others have only indirect application. A few are listed here:

Deductions for Charity—The cost of tickets sold to raise funds for charities is not deductible unless the amount you paid exceeds the value of the ticket.

Education Expenses—You can deduct expenses for training needed to improve or maintain skills required by your job or which are expressly required by your employer.

This deduction now applies even though the education you receive may lead to a degree. It does not apply, however, to education needed to meet minimum educational requirements for employment or to learn a new trade or business.

Fatigue Uniform Expense—The cost of purchasing or maintaining fatigue uniforms can't be deducted unless local military regulations require that the uniform be worn while on duty. The only time fatigues can be worn while off duty so far as income taxes are concerned is while the wearer is directly on his way home.

FICA for Domestic Help—Navyman who employ domestic help and pay the employer's FICA tax can't deduct the amount from gross income because such taxes are deductible only as trade or business expenses.

Loan Origination Fees (Points)—If you bought a house, especially under the GI loan guaranty plan, you will undoubtedly remember that you paid a loan origination fee—usually called points. Points are not deductible when you buy a home and you can't take them into consideration when figuring your gain or loss when selling the property at a later date.

Medical Expenses—Heretofore, the medical expenses of persons over

65 years of age did not need exceed three per cent of their adjusted gross income and their drug expenses did not have to exceed one per cent of their AGI to be deductible as an itemized expense. This is no longer true. The same rule applies to your relatives over 65 as well as to younger people.

Another provision of law concerns the deduction of medical insurance.

Now, one-half of premiums up to \$150 can be claimed as a deduction without regard to the three per cent rule. The balance can be added to other medical expenses subject to the three per cent rule.

The same law provides that you can deduct only the portion of the insurance premium that covers payment of medical expenses—the insurance policy or company can tell the insured how much this is.

Membership Dues—Federal officers and employees who pay dues for

membership in a Chamber of Commerce or similar organization may deduct the cost if membership in the organization substantially assists them in carrying out their federal duties.

Pre-addressed Return Forms—Taxpayers who filed a return last year receive a preaddressed form for their convenience. It is also a convenience to the Internal Revenue Service—please use it and, if necessary, correct the address.

Reserve Force Readjustment Payments—Reserves who are involuntarily released from active duty must report their readjustment payment as gross income in the taxable year in which the payment is made.

Reservists have the right to use an income averaging computation on Schedule C, Form 1040. Those who subsequently become entitled to retired pay need not pay taxes on retirement pay until three-fourths of

any reserve readjustment payment previously received is fully recovered by the government.

Self-Employed Pension Plans—A self-employed taxpayer can invest 10 per cent of his earned income up to \$2500 a year in qualified investments or special U. S. Government Retirement Plan Bonds and deduct all the amount invested in 1968 from his gross income. So far as tax year 1967 is concerned, however, only one-half can be deducted. The amounts previously deducted plus earned income while invested, become taxable when paid after retirement.

Support for Child of Divorced or Legally Separated Parents—Generally speaking, the divorced or separated parent who has custody of a child for the greater part of the year is entitled to claim the dependency deduction for the child. If, however, the other parent contributes at least \$1200 a year to the support of the

SUMMARY OF INCOME-TAX LAWS OF STATE

- NOTE:** 1. "Morried couple" or "morried" as used in this summary means husband and wife living together.
2. A morried serviceman or woman is considered to be living with his or her spouse when separated only by reason of military orders.
3. Most States now have provisions for filing declarations and payment of estimated taxes.
4. The following States do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
ALABAMA:			
Net income of: \$1500 if single, \$3000 if morried or head of family. Gross income of \$3000.	\$1500 if single, \$3000 if morried or head of family, \$300 for each dependent.	State Department of Revenue, Income Tax Division, Montgomery, Ala. 36102.	All 1964 military pay exempt. Effective 1 Jan 1965, all military pay for combat zone service is exempt. See note below.
NOTE: Members outside continental United States may defer filing, but with interest, until 30 days after return to the U. S. Consideration is given to waiving penalty for good cause.			
ALASKA:			
Gross income of \$600 from sources within the State.	Same as Federal.	Department of Revenue, Alaska Office Bldg., Pouch 5A, Juneau, Alaska 99801.	All active-service pay exempt after 1950.
ARIZONA:			
Net income of: \$1000 if single, \$2000 if morried. Gross income of \$5000.	\$1000 if single; \$2000 if morried or head of household; \$500 additional if blind; \$1000 if 65 or older; \$600 each dependent.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.	\$1000 active-service pay, all mustering-out pay and all terminal leave pay is exempt. Members outside continental U.S. may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS: (15 MAY due date)			
Gross income of: \$1750 if single or separated from spouse, \$3500 if morried or head of family.	Tax credit of: \$17.50 if single, \$35 if married or head of family, \$6 for each dependent.	Income Tax Division, State Revenue Dept., State Revenue Bldg., Little Rock, Ark. 72201.	All active-service pay is excluded.

child and also claims the exemption, the burden of proving the child's dependency is placed on the parent having custody. In some cases, a court decree or a parental agreement may also entitle the parent not having custody of the child to the dependency deduction if he pays at least \$600 towards support of the child during the year.

Mess Bills Afloat—A naval officer permanently stationed aboard a ship which has living and messing facilities is not traveling, he's at home—at least for federal income tax purposes.

After 1 January 1968, mess bills and other expenses incidental to travel, therefore, cannot be deducted as travel expenses so long as the officer is in his ship. They can, however, be claimed as deductions on the federal return filed by officers for tax year 1967 but this will be the last time.

Traveling Expenses on Temporary Additional Duty—The Supreme Court of the United States upheld the Internal Revenue Service position that, if you travel on official duty, you can deduct the cost of your unreimbursed meals only if your trip lasts long enough to require you to stop for sleep or rest. This is familiarly known as the overnight rule and shouldn't bother anyone who is issued a meal ticket or who is reimbursed for the expenses of his trip.

Uniformed Services Savings Deposits Program—Interest on money deposited in the Uniformed Services Savings Deposits Program must be included as gross income on federal income tax returns but only when it is received—usually when the Navy depositor returns to the United States or its possessions.

This procedure is distinct from the method of reporting income such as earnings and interest on shares and

deposits in credit unions, savings and loan associations and banks. Income of this kind is taxable in the year it is earned regardless of whether it was actually withdrawn.

The Office of the Judge Advocate General has published some information which Navymen can consult, if they wish, for the official word on 1967 federal income tax returns. It can be found in the 1968 edition of a memo entitled "Federal Income Tax Information for Armed Forces Personnel."

And that's what has been happening in the wonderful world of federal income taxes. Now for news concerning state income taxes consult the following tables which are based upon another useful and official document—JAG Notice 5840 "Summary of Income Tax Laws of States and Possessions of the United States."

AND POSSESSIONS OF THE UNITED STATES

interest or penalty, until six months after discharge if ability to pay is materially impaired by reason of active service. Service in the combat zone, or missing status as a result thereof, may qualify as grounds for delayed payment of taxes. Returns must be filed on time, however.

6. Most States have provisions for extension of time for filing returns upon application by a taxpayer to the tax officials of his home state.
7. Various cities and municipalities levy a personal income tax. Where a question exists, each member should contact his home municipality to ascertain if he is liable for a tax.
8. Returns and payment of the tax are due on 15 Apr 1968, unless otherwise noted after the state's name.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
CALIFORNIA:**			
Adjusted gross income over: \$2750 if single or head of household, \$5500 if married.	Tax credits of: \$25 if single; \$50 if married or head of household; additional \$8 for taxpayer or spouse if blind; \$8 for each dependent.	State of California, Franchise Tax Board, 1025 P Street, Sacramento, Calif. 95814.	\$1000 active and inactive service pay, all mustering-out pay and all terminal leave pay is exempt. See note for PCS outside Calif. Filing and paying deferred without penalty or interest until 180 days after return to U.S. from duty outside 50 states.

****NOTE:** Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that State's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.

COLORADO:			
Gross income in excess of \$750 (\$1500 if 65 or older).	\$750 for each exemption al- lowed on Federal tax return.	State of Colorado, Depart- ment of Revenue, State Capitol Annex, E. 14th Avenue and Sherman Street, Denver, Colo. 80203.	Same as Federal, including combat zone ex- clusion and postponement for filing and pay- ing, effective 1 Jan 1965.

DELAWARE:** (30 APRIL due date)			
Gross income of: \$600 if single or separated from spouse, \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	State of Delaware, State Tax Department, 843 King Street, Wilmington, Del. 19899.	Same as Federal, including combat zone ex- clusion and postponement for filing and pay- ing, effective 1 Jan 1967. See note below for exemption of legal residents who satisfy all three conditions therein.

****NOTE:** §1101 of the Delaware Income Tax Law provides in part: "'Resident' means only natural persons and includes any person domiciled in the State, except a person who, though domiciled in the State, maintains no permanent place of abode within the State, but does maintain a permanent place of abode without the State, and who spends in the aggregate not to exceed 30 days of the taxable year within the State; . . ."

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
DISTRICT OF COLUMBIA: Gross income in excess of: \$1000 if single or separated from spouse, \$2000 com- bined income of married couple.	\$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	District of Columbia, Finance Office, Revenue Division, Mu- nicipal Center, 300 Indiana Avenue, N.W., Washington, D. C. 20001.	Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U.S.
GEORGIA: Gross income of: \$1500 if single or separated from spouse, \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if mar- ried or head of family; \$600 additional if blind, 65 or older, or a student; \$600 each dependent; \$1200 each child who is student above sec- ondary level; additional \$600 for dependent retarded or handicapped child under 21 unable to attend public school and not ward of State.	Department of Revenue, In- come Tax Unit, State Office Building, Atlanta, Ga. 30334.	First \$2400 officer and all enlisted and war- rant compensation for Vietnam combat zone service, 90 or more days hospitalization be- cause of such service or service against an enemy or hostile force, is exempt. Filing and paying deferment without penalty or interest granted members outside continental U.S. until six months after return to the U.S.
GUAM:** Same as Federal.	Same as Federal.	Division of Revenue and Tax- ation, Department of Finance, Government of Guam, Agaña, Guam 96910.	Same as Federal, including combat zone ex- clusion effective 1 Jan 1964; but, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
**NOTE: Guamanians serving with the U.S. Armed Forces are liable to the Government of Guam on income from all sources with credit for any U.S. tax paid.			
HAWAII: (20 APRIL due date) Adjusted gross income of \$600 (\$1200 if 65 or older).	Same as Federal except \$5000 in lieu of normal exemption for blind taxpayer. Educa- tional and individual tax credits also available.	Hawaii Director of Taxation, 425 Queen Street, Honolulu, Hawaii 96813.	All service pay excluded through 1965; some as Federal, including combat zone exclusion, effective 1 Jan 1966.
IDAHO: Gross income of \$600 (\$1200 if 65 or older).	Same as Federal, plus \$10 tax credit for each exemption.	State Tax Commission, 317 Main, Box 36, Boise, Idaho 83707.	Same as Federal, including combat zone ex- clusion (\$500/mo for 0-1 and up, effective 1 Jan 1966). Members absent 180 days or more in a year are taxable as nonresidents on Idaho income only. If OUTCONUS may defer filing and paying until six months after discharge.
INDIANA: Gross income of \$1000 or more.	\$1000 for taxpayer, \$500 for spouse; lesser of \$1000 or ad- justed gross income of each spouse (minimum of \$500 each) on joint return; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 each dependent; sales tax credit.	Indiana Department of Reve- nue, State Office Building, 100 N. Senate Avenue, Indianap- olis, Ind. 46204.	Combat zone exclusion same as Federal (\$500/mo for 0-1 and up, effective 1 Jan 1967). First \$2000 taxable active and reserve inactive service pay exempt, effective 1 Jan 1967. Sales tax credit applies regardless of duty station.
IOWA: (30 APRIL due date) Net income of: \$1500 if single or separated from spouse; \$2350 if married; or \$2000 combined if filing separate returns.	Tax credit of: \$15 if single, \$30 if married or head of family, \$15 additional if blind, 65 or older, \$10 each depen- dent. Also sales tax credit, see instructions.	State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.	Same as Federal, including combat zone ex- clusion effective 1 Jan 1964. Ninety-day ex- tension granted with interest upon timely application, with additional time for good cause.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
KANSAS:			
Net income of: \$600 if single or separated from spouse, \$1200 if married, (plus age and blind exemptions). Gross income of \$4000.	Same as Federal, except that \$600 income limitation applies to child of any age unless a "student."	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kans. 66612.	First \$1500 active service pay exempt until termination of present world crisis as determined by Executive Council of Kansas, or Federal combat zone exclusion (but \$200/mo for 0-1 and up), as elected by taxpayer. Combat zone postponement for filing and paying same as Federal.
KENTUCKY:			
Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.	Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 additional for taxpayer and spouse if 65 or blind, \$20 each dependent.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.	Same as Federal, including combat zone exclusion (but \$200/mo for 0-1 and up). Members may defer filing and paying until earlier of 12 months after termination of service or national emergency.
LOUISIANA: (15 MAY due date)			
Net income of: \$2500 if single or separated, \$5000 if married. Gross income of \$6000 or more.	\$2500 if single, \$5000 if married or head of family, \$400 for each dependent (less 1 for head of family); Plus \$1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.	State of Louisiana, Collector of Revenue, Baton Rouge, La. 70821.	Effective 1 Jan 1966, all military compensation earned outside U.S., its territories & possessions is exempt until Cong. or Pres. terminates Vietnam Service Medal qualification period.
MARYLAND:			
Gross income in excess of: \$800 if single or separated, \$1600 if married.	\$800 if single; \$1600 if married; \$800 each dependent (including one under a multiple support agreement); \$800 if blind, 65 or older (also for dependents 65 or older).	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Md. 21404.	Combat zone exclusion same as Federal, effective 1 Jan 1966. Members outside continental U.S. may defer filing until three months after return to U.S.
MASSACHUSETTS:			
Earned income of \$2000. Other taxable income in any amount.	\$2000 if single, married filing separately; lesser of \$4000 or \$2000 plus smaller business income of either spouse if joint return; \$500 for spouse with income of \$2000 or less; additional exemptions for blind or aged; \$400 each dependent; plus tax credits of \$4 each for taxpayer and spouse, \$8 each dependent, if income on joint return is \$5000 or less.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 100 Cambridge St., Boston, Mass. 02202.	\$2000 additional personal exemption each taxpayer member who served at any time during taxable year in combat zone, effective 1 Jan 1966. If requested and if for due cause, up to six months extension may be granted.
MICHIGAN: (Imposes individual income tax beginning 1 Oct 1967.)			
Same as Federal.	\$1200 for each exemption on Federal return.	Michigan Department of Treasury, Revenue Division, Income Tax Section, Lansing, Mich. 48922.	All military pay is subtracted on member's income tax return. Automatic extension for filing return for period of Federal extensions plus additional 60 days.
MINNESOTA:			
Gross income in excess of \$750 if single or combined gross income in excess of \$1500 for married couple or if the tax on taxable income exceeds the allowable credits.	Tax credit of: \$19 if single, \$38 for married couples; additional credit of \$20 if over 65 years. Blind single person additional \$20, married person \$25. Credit for each dependent \$19.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.	Same as Federal, including combat zone exclusion and postponement for filing and paying effective 1 Jan 1964, plus exclusion of \$3000 military pay and all mustering out pay. Additional exclusion of \$2000 military pay for service wholly performed outside Minnesota, effective 1 Jan 1967. Members outside U.S. have automatic extension until six months after return for filing and paying.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
MISSISSIPPI:			
Gross income in excess of personal exemptions and standard deduction.	\$5000 if single, \$7000 if married or head of family.	State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.	None.
MISSOURI:			
Gross income in excess of: \$1200 if single, \$2400 if married or head of family.	\$1200 if single, \$2400 if married or head of family, \$400 each dependent.	State of Missouri, Department of Revenue, Income Tax Department, P. O. Box 629, Jefferson City, Mo. 65101.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
MONTANA:			
Gross income of: \$600 if single, \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional if blind, 65 or older; \$600 each dependent.	State of Montana, Board of Equalization, State Capitol Building, Helena, Mont. 59601.	Some as Federal, including combat zone exclusion effective 1 Jan 1964.
NEW HAMPSHIRE: (1 MAY due date)			
Any amount of taxable interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N. H. 03301.	None.
NEW JERSEY:			
Gross income in excess of personal exemptions if derived from N.J. by N.Y. resident.	Some as Federal, plus tax credit of: \$10 single; \$12.50 if married and filing separately; \$25 if married and filing jointly, or head of household.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N. J. 08625.	All active service pay exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance, or injury or hospitalization arising out of such service, may be allowed on extension of six months for filing.
NEW MEXICO:			
More than \$1500 net income for married filing joint Federal return or single with one or more dependents. More than \$600 gross income if single.	Some as Federal.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Santa Fe, N. M. 87501.	Some as Federal, including combat zone exclusion. Commissioner may defer filing and paying for 12 months for good cause. Extension automatic for Vietnam hospitalization or service.
NEW YORK:**			
If federal income tax return is required to be filed or if New York adjusted gross income exceeds exemptions.	Some exemptions as Federal, plus tax credits: \$10 if single; \$12.50 if married, filing separately; \$25 if married filing jointly, or head of household, or "surviving spouse" with dependent child.	New York State Income Tax Bureau, The State Campus, Albany, N. Y. 12226.	Some as Federal, including combat zone exclusion. Filing and paying deferred during combat zone service or hospitalization as a result thereof inside or outside N. Y. (only outside N. Y. before 24 Apr 1967) plus next 180 days. See note below for exemption of legal residents who satisfy all three conditions therein. Instructions state that living in assigned or rented government quarters is not maintaining a permanent place of abode.
**NOTE: Sec. 605(e) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than thirty days of the taxable year in this state, . . ."			
NORTH CAROLINA:			
Gross income in excess of personal exemption without inclusion of exemption for dependents.	\$1000 if single, married woman; \$2000 if head of household, married man, widower or widow with a minor child or divorcee with minor children and no alimony; \$1000 additional if blind; \$300 each dependent.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N. C. 27602.	Hostile fire duty pay exempt effective 1 Jan 1965. All other active duty pay, including that earned in a combat zone, is taxable.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
NORTH DAKOTA:			
If federal income tax return is required to be filed.	Not applicable as Federal taxable income is used as starting point on return, except that if a husband and wife file a joint return, they may deduct \$300 from Federal taxable income.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N. D. 58501.	All active service pay is subtracted on member's income tax return.
OHIO:			
No individual income tax. Some cities impose income taxes, but military pay is exempt by State law.			
OKLAHOMA:			
Gross income of: \$1100 if single or separated from spouse; \$2200 if married.	\$1000 if single, \$2000 if married or head of family, \$500 each dependent.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla. 73105.	\$1500 of active-service or retirement pay is excluded. Filing and paying by member outside the United States or hospitalized in the U.S. deferred until 15th day of 3rd month following return or discharge from hospital.
OREGON:			
Net income of: \$600 if single, \$1200 if married. Gross income of \$4000.	\$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65; \$600 each dependent. (\$1 tax credit, maximum \$6, each \$100 partial support of less than 50%).	Oregon State Tax Commission, Income Division, State Office Building, Salem, Ore. 97310.	\$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U.S. from period of duty exceeding 90 days outside continental United States including Alaska.
PENNSYLVANIA:			
No individual income tax, but some Pennsylvania cities and municipalities levy local income taxes. All of them exempt all Navy and military pay for active service.			
PUERTO RICO:			
Gross income in excess of: \$800 if single, separated from spouse or if head of family; \$2000 if married.	\$800 if single or separated from spouse, \$2000 if married or head of family, \$400 each dependent.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, Puerto Rico 00908.	Mustering-out payments are exempt. Act of 15 May 1947 amended May 1967 allows active-service members of Armed Forces during Vietnam hostilities a qualified special \$500 deduction during ten years following honorable discharge.
SOUTH CAROLINA:			
Gross income of \$800 or more.	\$800 if single; \$1600 if married filing jointly, or only one spouse has income, or if head of household; \$800 additional if blind, 65 or older; \$800 each dependent.	South Carolina Tax Commission, Income Tax Division, Box 125, Columbia, S. C. 29202.	Combat zone exclusion same as Federal effective 1 Jan 1964. Drill and training duty pay of National Guard and Reserve personnel is exempt.
TENNESSEE:			
Income over \$25 consisting of dividends from stock and interest from bonds.	None, except income of blind persons is exempt.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.	None.
UTAH:			
Gross income of: \$600 if single or separated from spouse, \$1200 if married.	\$600 if single, \$1200 if married, \$600 additional for taxpayer and spouse if blind, \$600 each dependent.	State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.	If in foreign country 510 days of any 18 consecutive months may file as a nonresident for each taxable year while so absent for three months or more. Members outside the U.S. may obtain late filing penalty waiver if filing before earlier of 15th day of 4th month after return to United States or discharge.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
VERMONT:**			
Adj. gross income of \$100 or more, less military pay, from Vt. sources; Vt. income of \$100 or more if nonresident.	\$500 for taxpayer; \$500 for spouse; \$500 additional if blind, 65 or older; \$500 each dependent.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.	All active duty pay exempt. Combat zone exclusion same as Federal. Commissioner may grant extension for filing and paying for good cause. See note below for exemption of legal residents who satisfy all three conditions therein.
**NOTE: Effective 1 Jan 1966, Vermont income tax law provides: "Resident" means one who is a resident individual during all of the taxable year. "Resident individual" means, for any portion of a taxable year, one who is domiciled in Vermont during that portion of such taxable year except that one who (1) maintains a permanent place of abode outside Vermont, (2) does not maintain one in Vermont, and (3) spends no more than 30 days of that taxable year in Vermont, is not a resident individual of Vermont during any portion of that taxable year. Full-time active duty pay is not Vermont derived income.			
VIRGINIA: (1 MAY due date)			
Gross income of \$1000.	\$1000 for taxpayer; \$1000 for spouse; \$600 additional if blind, 65 or older; \$200 each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	Combat zone exclusion same as Federal, effective 1 Jan 1965. Members may file claims for refund of income taxes paid on 1965 active service compensation qualifying for the exclusion. Filing and paying deferred during combat zone service or hospitalization outside the U.S. as a result of such service plus next 180 days without imposition of penalty or interest.
WEST VIRGINIA:**			
If Federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as Federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.	Same as Federal, including combat zone exclusion (but \$200/mo for 0-1 and up) and extension for filing. Members OUTCONUS or in Alaska granted automatic extension for filing. See note below for exemption of legal residents who satisfy all three conditions therein.
**NOTE: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ." West Virginia instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.			
WISCONSIN:**			
Gross income of: \$500 if single (\$1000 if 65 or older), \$1200 if married (\$1400 if one spouse is 65 or older, \$1600 if both 65 or older).	Tax credit of: \$10 if single, \$20 if married or head of family, \$10 each dependent. \$15 for taxpayer and spouse if 65 or older.	State of Wisconsin, Department of Revenue, Processing Center, P. O. Box 59, Madison, Wisc. 53701.	\$1000 military pay exclusion plus same exclusions as Federal, including combat zone exclusion and postponement, effective 1 Jan 1965.
**NOTE: Declarations of estimated tax need not be filed by persons on active duty outside continental United States.			

U. S. Olympic Committee Welcomes Contributions

In many countries, participation in the Olympic Games is considered so desirable that the athletes' expenses are borne by the government. In the United States, the U. S. Olympic Committee has always financed the team's participation by popular subscription; that is, by voluntary contributions.

Thus, the extent of the participation of the United States in the Games depends entirely upon the success of the Committee in raising the funds necessary to finance a com-

plete team for the Olympic Games.

Virtually all the work for the U. S. Olympic Committee is done on a volunteer basis, and most of the officers and executives serve without compensation. The heads of all committees, coaches, officials, participants, team managers, trainers, and all personnel having anything to do with the Games also serve without pay.

The Committee has requested that voluntary contributions be solicited from members of the Armed Forces for the over-all support of those athletes who qualify for participa-

tion in the Pan American Games, the Winter Olympics, and the Summer Olympics. As you probably know, several Navymen are among the athletes on this year's U. S. teams.

All funds collected are to be forwarded by the collecting activity directly to the Chief of Naval Personnel (ATTN: Pers-G13) for consolidation and transmittal to the United States Olympic Committee. Remittance should be by check or money order made payable to the Chief of Naval Personnel. It should be marked "Olympic Fund."



Quartermasters on the Job

QUARTERMASTERS still use the sextant, compass and charts, and they still navigate by eye and by feel, but they also have a great wad of tricky, complicated gear to back up their basic tools.

A good thing, too. As with almost everyone else, life is becoming more and more ulcer-making for the QMs. Consider the problems of a quartermaster in the Tonkin Gulf.

First, you have three attack aircraft carriers and approximately 25 support ships to keep track of. There are the aircraft and local shipping. Some friendly; some not, but all going in all directions. If you're involved in Operation Seadragon and are called upon for gunfire support missions you have to know precisely where you are—right now.

But it's not all that bad.

The vessels of Task Force 77 are equipped with excellent navigational aids, including the SRN 9 satellite tracker, SINS, Loran and radar.

With the SRN 9, the quartermaster simply feeds data passed from three satellites orbiting 600 miles overhead into a computer to locate the ship's position. SINS, or Ship's Inertial Navigation System locates the ship's position and feeds this to the RA-5C *Vigilante* and A-6A *Intruder* aircraft to guide them to their targets.

Radar and the Loran system both use an electronic beam to find position. Radar waves bounce off land or other stationary objects to give a fix; the Loran system measures the

time it takes for a pulse to travel from one station to another, and back.

Most work done by the quartermaster is on the bridge, but he also may be found in two other places—secondary conning and after steering. Sec Con is an alternate control station and is set up much the same as the bridge.

Should something happen to the helm on the bridge, control of the ship can be shifted to Sec Con or, in case of an extreme emergency, control can go to the quartermaster on duty in after steering, located just above the rudders.

There are plenty of problems for the quartermasters of Task Force 77 but, with their experience and excellent equipment, they manage to cope.

—Bill Polick, JOSN.



BUSY NAVYMEN—Clockwise from Top: (1) During underway replenishment in Tonkin Gulf quartermaster takes over the helm. (2) QMs aboard USS *Constellation* (CVA 64) plot carrier's course. (3) Ship's history is recorded by QM of the watch. (4) Quartermaster stands by in the after steering ready to take over in case of an emergency.



TAFFRAIL TALK

THE TRETT FAMILY is in a rather unusual category as an armed forces family. Not from the standpoint of size, as discussed in last month's ALL HANDS (pages 2-6), but from the standpoint of tradition.

Ever since 1918, each Trett generation has provided the services with a chaplain.

First in the series was Chaplain E. L. Trett, who became an armed forces chaplain back in 1918. He served with the Army members of the team, is now a retired colonel, and lives in San Jose, Calif.

His son, Robert L. Trett, chose the Navy for his career as a chaplain. He is serving as chaplain aboard the carrier *uss America* (CVA 66).

In a recent ceremony aboard *America*, Commander Trett had the pleasure of swearing in his son, James E. Trett, as an ensign, joining him as a member of the Navy Chaplain Corps.

Ensign Trett is currently studying at Princeton Theological Seminary. *

Rear Admiral William W. Ball tells us of an incident he witnessed while pulling alongside a destroyer about to dock in New York City. A brand-new seaman apprentice, sailing—probably for the first time—on a Reserve cruise, had climbed high into the rigging. Apparently he did not want to miss any of the thrill of seeing the Manhattan skyline.

It was cold. He shivered. Finally, he shouted to the multi-hashmarked Chief Master-at-Arms, who was passing below: "Hey Chief, go down and get my peacoat, will you? I don't want to miss this view."

The grizzled chief's picturesque but unprintable reply, the admiral surmises, produced awe in the young sailor which surpassed even the effect of the famous skyscrapers. *

The commanding officer of the command ship *uss Wright* (CC 2) believes his crewmen should receive recognition when they do more than is required of them. Thus, Captain F. M. Romanick periodically holds a "Citation Ceremony" during which individual crewmembers receive the ship's official pat on the back. The ceremony is typical of many ships in today's Navy.

Awards presented range from Presidential Unit Citations to USAFI High School Completion certificates.

In a recent ceremony, the "Wright Guys," as they are called, received Letters of Appreciation for donating their time to wrap clothing which was to be given to the Navajo Indians following the Arizona blizzard.

Presidential Unit Citation Medals were presented to five Marines stationed aboard *Wright*, for previous Vietnam service. Two Navy Unit Commendation Medals, also for Vietnam service, and seven Good Conduct Medals went to various Navy men.

Other men were recognized for their contributions to the success of *Wright's* community relations activities.

A recent call for blood donors for a nine-year-old girl who awaited open heart surgery brought 50 *Wright* volunteers.

Wright's crew members are fine examples of the slogan that the "good guys wear white hats."

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

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Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: EYE ON THE JOB—** Warrant Officer L. D. Olson, USN, uses a walkie-talkie to coordinate delivery of ammunition from USS Mount Kamoi (AE 16) to Seventh Fleet units. For more information on warrant officers see page 32. Photo by Dan Grantham, PH1, USN.



THERE'S a need for many
a spot for you

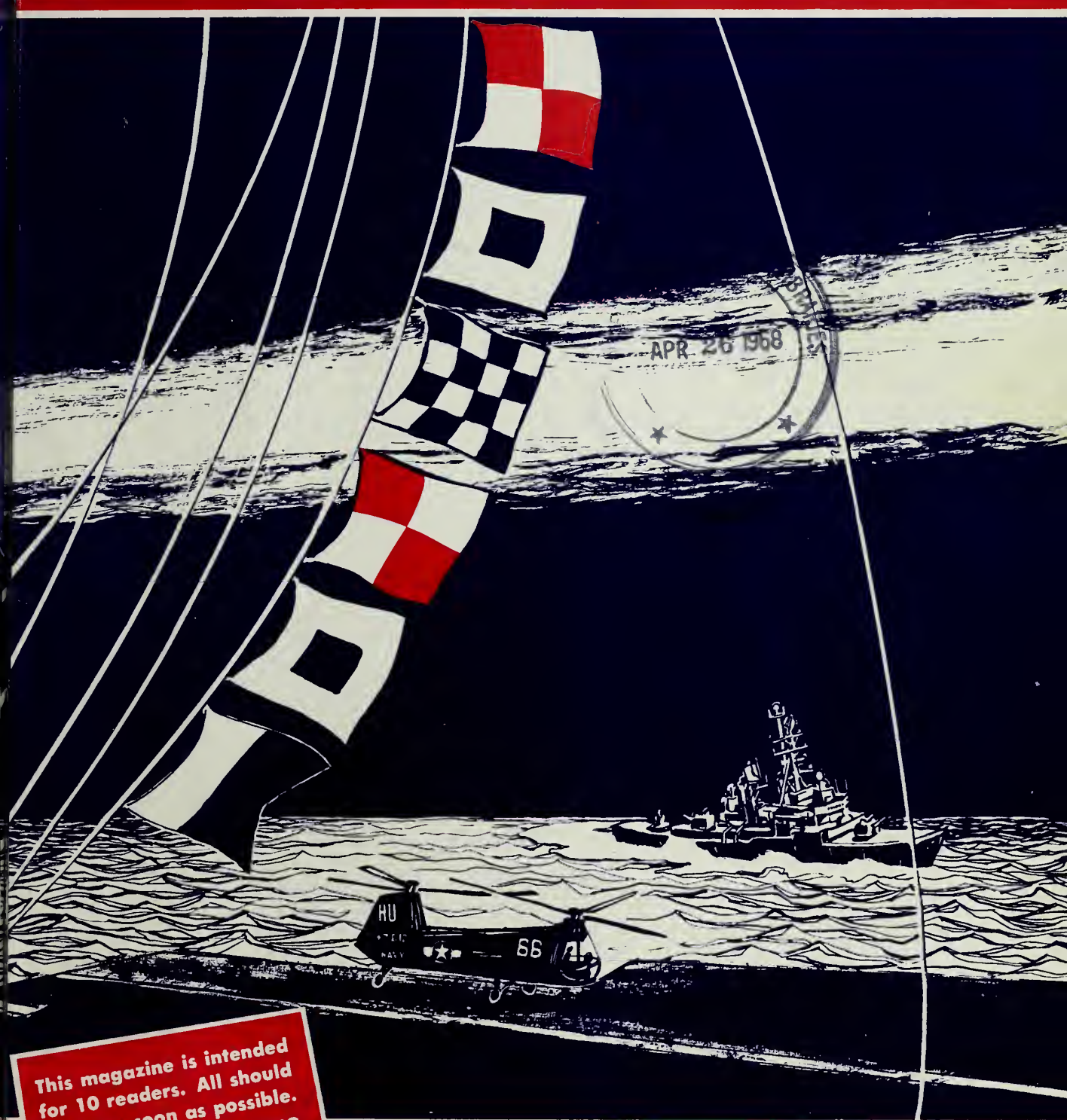


**IN THE ELECTRONIC
SUPERSONIC
NUCLEONIC NAVY**

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ALL HANDS^K ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for 10 readers. All should
see it as soon as possible.
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APRIL 1968

HE HAD ONLY TIME TO SAY "DUCK!"

Courage Spoke Louder

IT WAS A DAY of courage, of heroic deed and death.

That's how 6 Mar 1967 will be remembered by the surviving crew of Patrol Boat, River (PBR) 124 and by the bereaved parents of Seaman David G. Ouellet, USN, the Navy's second Medal of Honor recipient of the Vietnam conflict.

The events which led to his death in the Mekong Delta began early in the evening on 6 March, just a little over a year ago.

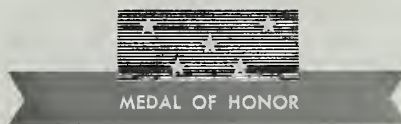
PBR 124, with 22-year-old Ouellet of Wellesley, Mass., as its forward twin-50 cal. machine gunner, had penetrated into the Cua Dai tributary of the Mekong River in search of Viet Cong infiltrators. The location was about 18 miles from the boat's home base, My Tho.

ACCORDING TO THE REPORTS received from Commander K. H. Ruecker, then Commander River Squadron Five, darkness was beginning to set in over the quiet countryside when Seaman Ouellet noticed suspicious activity in a rice field near the river bank. He recommended to his boat captain SM2 James W. Van Zandt that they close the area and investigate.

At about 24 knots, the boat passed the area at a distance of 40 to 50 yards when a fragmentation grenade was launched from the shore. None of the surviving crew members saw either the activity or the launched grenade. However, it appears that Ouellet saw both.



Seaman David G. Ouellet, USN



He pulled himself out of the protecting gun mount and ran aft down the narrow gunwale of the speeding boat shouting as he did so: "Duck!"

As he bounded from the gunwale onto the engine compartment cover, with his left hand he pushed the boat captain, Van Zandt, from between the two vertical waist-high armor plates forward to safety.

In the split second that followed

the grenade landing in the after cockpit of the boat, Ouellet threw himself between it and the rest of the crew, absorbing most of the blast with his own body.

ALMOST ALL OF THE BLAST fragments that would have gone forward were absorbed or deflected by Ouellet's flak jacket and body. Most of the shrapnel holes later spotted had gone through the stern and down into the hull of the boat. Only three small fragments went forward. One caused a slight scratch on the back of Van Zandt's hand. Another caused a slight scratch on the scalp of RM2 Joseph H. Camp. However, Ouellet's head came to rest in a five-inch hole caused by the explosion.

"I am firmly convinced," said CDR Ruecker, "that the action of Seaman Ouellet was not a mere reaction. From his position down in the forward gun mount, with only his head and shoulder exposed, he could have easily just lowered himself to complete safety. If he had done so, he would have escaped even probable injury."

"The actions of Seaman Ouellet during the flight of the grenade were apparent conscientious efforts to save his shipmates. He realized the danger and placed that secondary to his determination that his boat and his shipmates would not be harmed by the grenade. This is in keeping with his previous conduct during the numerous times he was under enemy fire."

"HE YELLED FOR US to duck," recalls Van Zandt, who told how Ouellet pushed him down and continued running aft without stopping. At his warning, the rest of the crew hit the deck and took cover.

Crewmember James D. Colville, GM3, USN, who had been forward with Ouellet before the young seaman burst aft, recalls that after the explosion Ouellet was "lying in the port corner of the stern of the boat. I ran back by the starboard gunwale and crossed over to him. Van Zandt reached him about the same time."

Ouellet was badly wounded in the body and forehead. Two of the five-man crew immediately began ad-

PBRs move cautiously while searching for enemy on canal bank.



Than Words

ministering first aid while Van Zandt radioed for a Medivac helicopter and headed PBR 124 for the nearest friendly outpost. From there, Ouellet was evacuated to a hospital in Saigon where, despite all efforts, he died two and one-half hours after risking his life for his shipmates.

SUCH AN ACT is deserving of his nation's highest honor for gallantry—The Medal of Honor. And such recognition was given Seaman Ouellet on 30 January when his parents, Mr. and Mrs. Chester J. Ouellet, Sr., received the medal and citation from Secretary of the Navy Paul R. Ignatius in a Pentagon ceremony.

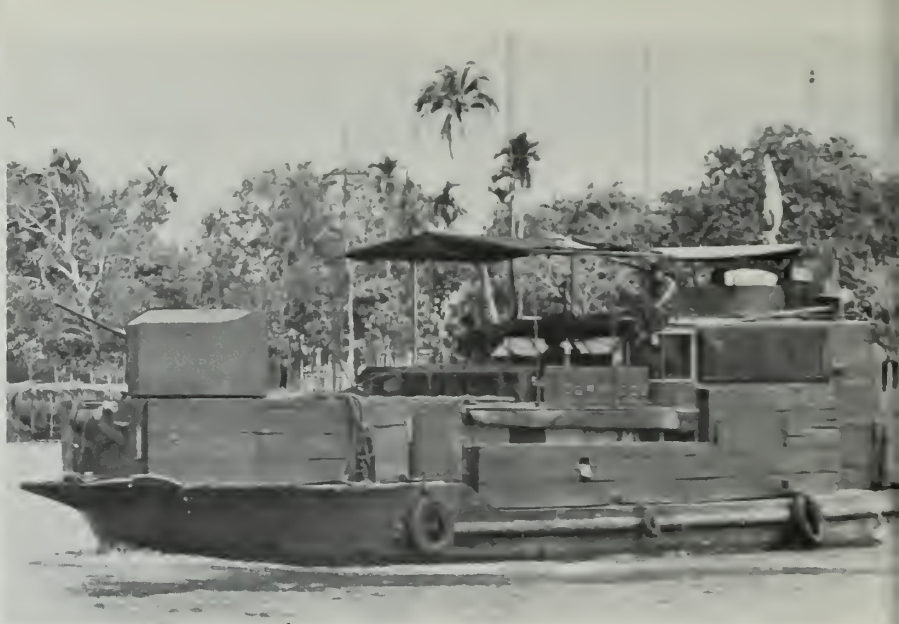
Ouellet, born in Newton, Mass., on 13 Jun 1944, was one of nine children. He entered the Navy in July 1964 after attending school in Wellesley. Following basic training at Great Lakes, he reported to Assault Craft Division 12 which deployed for five months to Vietnam in 1965. In June 1966, he underwent river patrol boat training at Vallejo, Calif., after which he returned to Vietnam in September to join Detachment 532 of River Squadron Five in My Tho.

Seaman Ouellet was the 25th serviceman to receive the Medal of Honor for gallantry in Vietnam, and the 731st Navyman so recognized by this nation since the War Between the States.

—Marc Whetstone, JOC, USN

Above Right: A Navy river patrol boat similar to the one Seaman Ouellet served on, speeds down a river in South Vietnam. **Lower Right:** A river patrol boat leaves a Vietnamese junk after inspection. **Below:** Mrs. Chester Ouellet accepts the Medal of Honor for her son from Secretary of the Navy Paul R. Ignatius as Seaman Ouellet's father looks on.





ADVISING ADVISOR—Edmund Canby, GMC, uses assault group radio to direct air and artillery strikes, call for medical aid and maintain contact with other groups. Rt: Vietnamese assault boat patrols Mekong Delta.

RAG-TIME SAILOR—

Legend of the

HOLDING onto the handrail, the chief made his way along the side of the command boat. At 0200 it was dark, and every step had to be taken carefully. One careless move, and he could have fallen into the swollen Mang Thit River.

With the Vietnamese River Assault Group (RAG) command boat moving swiftly downstream, Chief Gunner's Mate Edmund B. Canby, USN, was making his way to the craft's forward 20-mm gun mount to assist the gunner in repairing his weapon.

Chief Canby, the enlisted advisor to the Vietnamese Navy's RAG 31 based at Vinh Long in South Vietnam's Mekong Delta, had worked on all types of guns during his 24 years in the Navy and could fix the weapon, even in the dark.

During one period which was supposed to be a 24-hour truce in the fighting on Buddha's birthday, the RAG patrol had been attacked by the enemy from both sides of the river. The 65-foot command boat had taken hits by a B-40 rocket, recoilless rifle fire and automatic weapons before it could get out of the ambush area. One of the incoming rounds had damaged the 20-mm gun.

Assessing the damage, Chief Canby and the crew made the necessary repairs before returning to the ambush site to give the enemy a taste of his own medicine.

After silencing the enemy guns, the RAG continued patrolling the area until daybreak.

THIS WAS TYPICAL of the kind of duty experienced by Canby, and typical of many such actions in which U. S. Navy advisors are directly involved in the conflict in Vietnam.

15 May 1964, Military Assistance Advisory Group (MAAG) Vietnam was redesignated as Military Assistance Command, Vietnam (MACV). The Navy's efforts at that time came under the command of the Naval Advisory Group (NAG)—and this was when Chief Canby first reported for duty in Vietnam.

RAG-TIME HERO

While serving in Southeast Asia, Chief Canby has been decorated by the Vietnamese Government with the Cross of Gallantry, bearing the Bronze Star. From the United States, he has earned three Bronze Star Medals and the Air Medal as well as numerous campaign ribbons.

Assigned as an advisor to Vietnamese Coastal Group (junk force) 37 at Thiem Thom in lower Kien Hoa Province, Canby remained there for over a year. In September 1965, he was reassigned to Coastal Group 36 at Long Phu in Ba Xuyen Province.

It was while he was serving with the junk forces that reports of the chief's heroic exploits first began circulating around the Delta. On 9 Nov 1964, while he was still serving with the Thiem Thom junk base units, an event occurred which formed the basis of the legend.

That afternoon, the junk in which Canby was riding as an advisor gave chase to five Viet Cong sampans, herding them toward shore. As his junk came within range of the shore, enemy machine guns and rifles opened up with a heavy barrage of fire.

Grabbing a 57-mm recoilless rifle, Canby immediately returned the enemy's fire. The Vietnamese crew manned the .30-caliber machine gun and 60-mm mortar.

As they neared shore, the machine gunner was wounded, and the mortar crew went to his assistance. Then, when Canby fired the last of his recoilless rifle ammunition, he

jumped down to the mortar and began sending the enemy some high explosives. Singlehandedly, and without concern for his own safety, he directed the mortar fire which silenced the Viet Cong's .50-caliber machine gun positions.

When the mortar crew returned, Canby then manned the .30-caliber machine gun until the junk's crew had captured the five enemy craft and had destroyed several of the fortifications on the beach. The chief's heroic actions on that day earned him the U. S. Bronze Star Medal with Combat "V."

IN FEBRUARY 1966, Canby was called back to the U. S. to help set up a new curriculum for training river patrol boat crews. After three months of helping to organize the new training unit, he returned to Vietnam.

Arriving in the Mekong Delta in



VIETNAMESE crewman discusses working on 81-mm mortar with Chief Canby. The chief gunner's mate works and lives with Vietnamese river assault group.

Delta

May 1966, Canby was assigned to the U. S. Navy's Operation Game Warden as a patrol officer with River Patrol Section 511 of River Division 51, which had become operational a month earlier.

On a routine patrol of the Bassac River about 15 miles southeast of Can Tho, the river patrol boats (PBRs) being directed by Chief Canby were attacked from the riverbank by Viet Cong with automatic weapons and rockets. Unable to suppress the heavy fusillade of enemy fire, the chief radioed for helicopter gunship air support.

With the arrival of the helicopters, Canby moved his boat into an area near the enemy positions where he could direct the air strikes. With bullets flying around him from the enemy's machine guns, he maintained his forward position until the last Viet Cong attacker had been put down.

While he liked his job of patrolling the rivers of the Mekong Delta, the chief yearned for his former role as an advisor to the Vietnamese Navy. Thus, at his request, he was reassigned to the Vietnamese River Assault Group (RAG) 31 at Vinh Long on 20 May 1967.

Upon his transfer from the River

Division, Chief Canby's immediate superior, Lieutenant N. B. Howell, Officer in Charge of River Section 511, made the following comments:

"Chief Canby's initiative, courage and devotion to duty while engaged in action against Viet Cong insurgents are incomparable. His performances while under fire from the enemy have shown him to be an excellent leader of the highest caliber. And, his ability to direct and coordinate supporting elements during hostile engagements has contributed greatly to the success of the River Section's operations."

IN THREE YEARS Canby had become the legend that was to be told again in action that occurred only this past June. Lieutenant J. A. Daniel Smith, U. S. Navy Advisor to Vietnamese RAG 23, recalled the event.

LT Smith began: "On 25 June I had the opportunity to be on patrol with Chief Canby and the RAG he advises. We were embarked on a commandment boat, when at 0800 we received word that the 1st and 16th Vietnamese Army Battalions were under attack. They were located near the Mang Thit River, about halfway between the Co

Chien and Bassac Rivers in the Mekong Delta.

"As we were already on the Mang Thit River, the RAG immediately proceeded to the site of the attack so we could give the Army units gunfire support, and, if needed, a troop-lift capability.

"Having gotten to within a few miles of the embattled area, our boats were suddenly attacked by the Viet Cong. They were hitting us with 57-mm recoilless rifle and B-40 rocket fire, as well as with automatic weapons and small arms.

"The ambush attack was so intense that we were unable to suppress the enemy's fire then, and had to fight our way out of it," LT Smith continued. "Had it not been for the quick action of Chief Canby in firing a grenade launcher at the enemy, all of us on that boat might have died.

"Chief Canby's immediate reaction in firing a high volume of accurate fire with the M-79 grenade launcher at the enemy's 57-mm and B-40 positions, dug in on the riverbank less than 150 feet away, was directly instrumental in silencing many of the enemy and prevented the possible destruction of the RAG.

"Despite the intense automatic



TRAINING crewman how to load a machine gun.—Photos by L. Robinson, PH1.

weapons fire being directed at him by the Viet Cong, the chief remained kneeling on the deck of the command boat and continued to return the enemy's fire. When he ran out of ammunition, he made his way to the pilothouse and assisted a Vietnamese gunner to repair a .30-caliber machine gun that had been damaged by enemy fire.

"Chief Canby then assisted the

gunners of a 20-mm cannon and .50-caliber machine gun in repairing damage to their weapons. With this done, he made his way down to the engineer to assist in repairing an engine cooling line hit by rocket fire.

"Once we were clear of the ambush," LT Smith said, "the chief radioed for a helicopter to evacuate the wounded, then began giving first aid to them.

"Man, when the chips are down," concluded LT Smith, "there is no one I would rather have on my side than Chief Canby."

Chief Canby has just recently applied for another extension of duty in Vietnam. He likes his job as RAG advisor, and to explain why, he had this to say:

"As far as naval units are concerned, I think these RAGs are among the finest I've seen. Militarily, they have taken everything thrown at them by the VC, have stayed in there and slugged it out, and have won every battle.

"The RAGs," concluded Canby, "are living proof that naval units can work effectively with ground forces in waging battle against the enemy. I have nothing but the highest praise for the men of the Vinh Long RAGs."

The chief's new boss, Lieutenant Kenneth C. Jacobsen summed it up this way:

"Chief Canby is certainly a legend throughout the Delta for his many exploits. But what impresses me most about him, and what he's probably best known for, is the way the Vietnamese sailors admire and respect him.

"He works side by side with them," LT Jacobsen concluded, "and they know that when he gives them advice and training, it has been tested and used, and will work."

—E. T. Tompkins, JO1, USN

CHOPSTICK EXPERT—Vietnamese crewmen become advisors as Chief Canby learns chopstick techniques.





USS WINDSOR at work in Subic. Rt: Docking basin is lined with keel blocks which will support incoming ship.

ARD Leaves Them High & Dry

DRYDOCKING is the simple matter of getting a ship high and dry so that it may be repaired. The operation seems simple because a team of Navy professionals make it so.

One Navy team of professional drydockers is the crew of *uss Windsor* (ARD 22).

Windsor has been serving as part of the ship repair facility at Subic Bay for 13 years. In that time, she has docked more than 1000 vessels ranging in size from destroyers and submarines to small service craft.

Each of the dockings has been different even though some of the ships have been of the same class. Even ships of the same class have peculiarities in hull configuration and frame placement.

The docking procedure begins when a message is relayed to Ship Repair Facility, Subic Bay, by the ship requesting a docking period. The request is forwarded to the dock-

ing officer, who schedules the yard period and checks specifications for the ship to be docked.

A PATTERN of keel and frame support blocks is assembled on the chamber floor of the drydock to receive the ship for repairs. There is no margin for error in the arrangements of these support blocks, and the professionalism of men such as those of *Windsor* is evident in their placement. If one block misses a frame when the water is pumped out of the dock, the weight of the ship will punch a hole in the hull.

General quarters is sounded during the flooding process, and *Windsor* crewmembers man air and water valves, straighten tow lines and ready service connections for the incoming ship.

Windsor sinks gradually when the stern gate is lowered and all valves opened. She descends to a depth of

30 feet in about an hour. Tugs and push-control craft usher the ship to be docked toward the stern gate of the drydock. A weighted line marks the keel position over the submerged blocks as the ship eases into place. Marked chains set between the well walls serve as guides for the keel line indicators. A web of lines is strung between the well walls and the ship for stabilization and maneuvering.

A final check of keel alignment is made by a team of SCUBA divers before pulling the plug on the drydock. Pumpout is a time-consuming procedure. During this operation, keel position and support lines require constant watching.

Finally, the last drop of water is pumped from the now dry drydock, and *Windsor* contains a high and dry ship ready to be repaired.

—Story and Photos by
Tim Leigh, JOSN

EASY DOES IT—USS *Lucid* (MSO 458) is towed into submerged docking basin. Center: *Lucid* is maneuvered directly above keel blocks. Right: Guideline hangs from bow as crewmen aboard *Windsor* (ARD 22) center ship with lines.





KEEPING TABS—River Assault Group checks craft to make sure they are not carrying supplies to the Viet Cong.

PATROL BOATS *Keep the Canal Open*

IN THE Mekong Delta, an area of approximately 7000 square miles, hundreds of waterways lace the rice-rich land, providing avenues of transportation for thousands. It is over these water arteries that the Vietnamese farmer must transport his produce to the marketplace. Thus the importance of keeping them open and secure from Viet Cong harassment is obvious.

One important connecting canal is the Mang Thit-Nicolai, located in Vinh Long Province between the Bassac and Co Chien Rivers about

40 miles inland from the South China Sea. Made up of the Mang Thit River and the man-made Nicolai canal, this transportation artery once saved farmers and merchants two days when transporting goods from the city of Can Tho (on the Bassac) to Vinh Long (on the Co Chien).

Until last summer, the MT-N canal had been closed to civilian use. It was Viet Cong-controlled. And if you did use it, you paid through the nose.

The VC used extortion as a means of getting supplies, collecting "taxes"

from users of the waterway. The canal was also a major supply route for Viet Cong forces.

Today, the canal is open once again to commercial traffic. And Vietnamese farmers no longer have to pay illegal fees to transport their goods to market.

Knowing the importance of the Mang Thit-Nicolai canal, the Vietnamese government began a campaign last February to wrest control of the area from the Viet Cong.

Designating the region adjacent to the canal as a "special zone," the

HEAD WORK—U. S. Navy advisor discusses operations with officer of River Assault Group. *Rt:* Canal inspection.



ALL HANDS

Vietnamese sent two Army battalions, five Popular Force (local village or hamlet military units) platoons, three Regional Force (provincial military units) companies and one company of Police Field Forces (a segment of the National Police) into the area, to organize the population, and to open and provide security for the canal.

Vietnamese River Assault Groups (RAGs) based at Vinh Long were used in the campaign to provide armed landing craft and gunboats for troop-lift, patrol and gunfire support for the ground operations.

DURING THE COURSE of the campaign, the combined Vietnamese ground and naval forces constructed 11 new outposts to help in controlling the 31-mile long waterway. They also built bridges, classrooms, roads, medical facilities and a marketplace in each of five former VC-controlled hamlets.

While returning 824 families to their villages from which they had been displaced by the VC, the Vietnamese armed forces secured the entire length of the canal as well as everything within a mile on both sides. Some 30,760 people live within these boundaries.

Regaining operational control of the canal from the VC was no easy task. Many long and hard battles were fought. Finally, the VC were driven out.

As the canal becomes more and more secure and safe for travel, the number of civilian craft using it continues to increase. Even before the canal was declared formally "open" there was a noticeable increase in its traffic. During one six-month period there were more than 940 60-to-100-ton craft using the canal, as well as thousands of smaller sampans and junks.

The Vinh Long-based River Assault Groups had the main responsibility of patrolling the canal on a 24-hour basis until it was formally opened. Each RAG would spend 10 days patrolling the waterway while the other was being used to support other Mekong Delta operations.

According to one U. S. officer who is an advisor to a River Assault Group, "The reopening of the Mang Thit-Nicolai canal is probably one of the most important operations ever conducted in the Mekong Delta."

—Tom Tompkins, JO1, USN



KEEPING THE BOATS FIT—Maintenance crews at Nha Be keep the river patrol boats of the Operation Game Warden units in operating condition

PBR Support Barges

River patrol boats plying Vietnam's inland waterways now have a support base especially designed to accommodate them.

Up to now the PBRs have been forced to return to Saigon for repairs and various other services, thereby shortening their operating time. A cluster of barges anchored in the middle of a well-patrolled river has changed all that.

Designed by the Naval Facilities Engineering Command, the PBR support facility is made up of four barges each of which provides a separate support function.

The unusual logistics base is designed to accommodate numerous PBRs and has facilities for repair; berthing and messing; and water, fuel, ammunition, and food storage.

The barges are each 110 feet long and 30 feet wide. The four units are:

- **Administration Unit** — The barge has a superstructure containing administration offices, ship's store, supply office, communications space, repair shop, armory, command center, CPO berthing, and sick bay. It has berthing for 23 men.

- **Galley and Mess**—Contains a dining space with galley and associated equipment, central air-conditioning plant, berthing for 21 transients, and power units. The hull

contains fuel, water, and dry stores space.

- **Berthing Unit**—Provides living spaces for 116 people, and laundry facilities. The hull contains fuel and water storage.

- **Repair Unit** — Superstructure contains repair office and shop space. It has cleared space on about half the deck for small boat repair, and an overhead bridge trolley crane for lifting small boats from the water. The hull contains fuel, spare engines, pumps, and repair parts storage. Also in this hull is a desalinization plant to convert salt or brackish water to potable water.

"Big Gun" Title Claimed

uss *Mansfield* (DD 728) claims the title of "Top Destroyer Gun" for the most rounds fired in Vietnam. As of late December 1967, the Yokosuka-based destroyer had fired 24,685 rounds, and had passed the previous titleholder, her sister ship, *uss De Haven* (DD 727).

The men of *Mansfield* are confident of their possession of this title, but just to make certain that no other destroyer has been slighted, challenge all other ships who feel they deserve the title to step forward and be recognized.

Mansfield, attached to Destroyer Squadron Nine, is commanded by Commander Jack R. Griffin, USN.



LSTs: Mobile Bases on



WHEN THE NAVY became involved in river combat in Vietnam, there was a need for mobile bases that could support river craft and helicopters.

The LSTs fit the description.

USS Jennings County (LST 846), *Hunterdon County* (LST 838), *Harnett County* (LST 821), and *Garrett County* (LST 786), were among those pulled out of mothballs and outfitted to support Operation Game Warden forces in the Mekong Delta.

While on station in the Delta, each LST carries a full river patrol section (usually 10 boats and 50 to 60 men) and two UH-1B copters and crews.

The embarked PBR section is dependent upon the LST for logistic and maintenance support. The boats'





the Mekong

engines are overhauled or rebuilt, the radar sets are maintained and, in some cases, entire sections of hull are fashioned out of fiber glass by the skillful LSTmen.

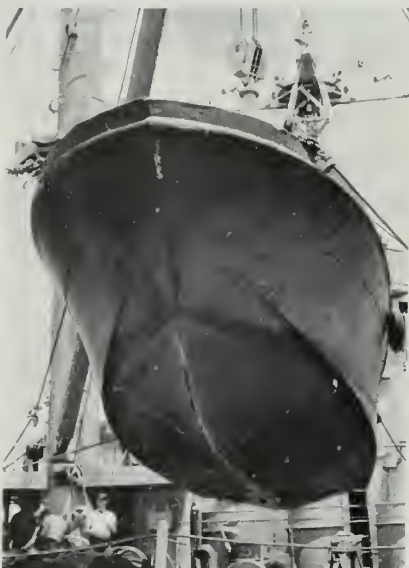
Most of this maintenance is done with the PBRs in the ships' tank decks. This in itself causes problems. Getting the 31-foot, seven-ton boats out of the water and into the tank deck hatches takes skill and precision.

Although the helo crews perform their own maintenance, the LST crews fuel and arm the gunships and provide landing signalmen to direct the helo pilots.

LST duty in Vietnam means spending most of the time on a muddy, treacherous river. But this is

the Navy's river combat, and the LSTmen are glad to be a part of it.

Photos Clockwise from Upper Left: (1) Patrol boats leave uss Harnett County for a day on the river. (2) uss Jennings County shells enemy positions on Bassac River. (3) Helicopters use LSTs as home roost between support missions. (4) PBR is hoisted aboard uss Garrett County for work by maintenancemen. (5) uss Harnett County is one of four LSTs outfitted for support of helicopters and patrol boats. (6) Landing signalman directs helo off uss Hunterdon County flight deck. (7) PBR is hoisted from tank deck ready for service after quick repair job.—Photos by Tom Walton, JO1, and Dan Dodd, PH1.





SHIP IN TROUBLE—USS *Hissem* (DER 400) tries to tow burning reefer from path of typhoon in waters near Guam.

Rescue at Sea: A Navy



IT GOES WITHOUT saying that every naval ship's mission is primarily military. Nevertheless, each has the obligation, whenever possible, to lend a helping hand to vessels in distress at sea.

Stories of sailors rescued by U. S. Navymen from death or injury at sea are not unusual and, probably for this reason, many of these reports receive only local recognition.

Here is a roundup of the latest search and rescue stories to add to the collection.

USS *Navarro* (APA 215)

A distress signal was flashed to all ships by a British merchantman being pounded to death by typhoon-swept waves in the South China Sea.

Eighty-five miles from the stricken ship, USS *Navarro* received the signal and altered her course. Intermittently, *Navarro* received other communications from the British vessel and learned that 44 men were aboard the ship, which was on a reef and on the verge of disintegrating in crushed by the sea and reef.

After sighting the stranded ship,

Navarro dropped anchor about three miles away and launched two 30-ton LCMs (landing craft, medium) to take the seamen off the hulk.

Swells on the lee side of the reef were over 15 feet high but conditions on the windward side were even worse where the swells reached 25 to 30 feet.

Wave after wave plunged over the British merchantman and one of *Navarro's* landing craft nearly capsized under the weight of a 30-footer which slammed into her, breaking open the landing ramp.

The LCM's crew battled the flooding sea and finally managed to close the ramp but not to secure it. Until the ramp would remain closed, it was futile to continue.

Meanwhile, the coxswain of the second craft, despite doubts concerning the final 600 yards which separated the LCM from the wreck, continued to push on. With the lives of 44 men at stake, there was little choice. The LCM approached the British ship from the lee side of the reef. She was able to take 22 men aboard before waves plunging over the craft forced it to cast off.

Although the transfer of 22 shipwrecked sailors from their vessel to the LCM was a victory, three miles of vicious water still separated the LCM from its mother ship. One of the men from the British ship didn't make it.

A large wave hit the LCM, sweeping two men over the side. One was rescued by a Navy swimmer with a line attached to him, but the other's life jacket was ripped off by the churning waves and he disappeared from sight before the rescue boat could reach him.

The survivors and the crew of the LCM were still in grave danger. To keep themselves afloat, the crew bailed water frantically during their return to *Navarro* and, despite serious flooding, the craft reached its mother ship.

While its sister LCM struggled toward *Navarro*, the first landing craft, which had secured its ramp with cable, block and tackle, reached the foundering merchantman and rescued the remaining men aboard.

Routine

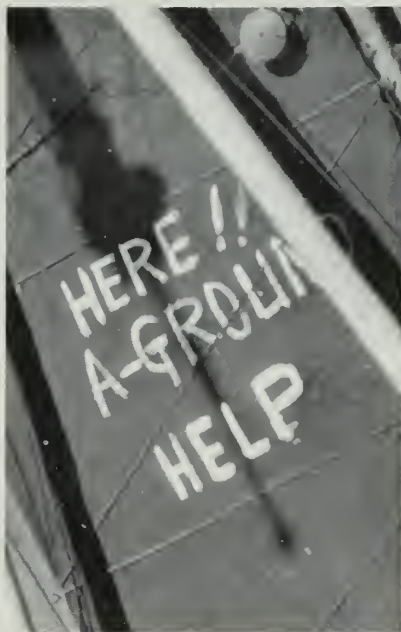
Approaching the stricken ship was difficult, for waves kept spilling over the craft, threatening it with destruction against the reef. Nevertheless, a combination of considerable skill and a little luck enabled the LCM to reach home base.

Upon reaching *Navarro*, the survivors were given medical treatment and the five most seriously injured were put to bed in *Navarro's* sick bay. The remainder were transferred to a Dutch merchantman which had also received the distress signal.

When *Navarro* was safely away from the reef, her captain visited sick bay to check on the injured men. After their experience, the men were near exhaustion but one, despite his injuries, managed a smile and calmly said, "So nice of you chaps to drop by."

Ships Team Up for Race

For *Navarro*, the rescue of the British merchantman's crew was only the beginning. A short time later, a Navy tank landing ship, *USS Clarke County* (LST 601) broached in a pounding surf on the South Viet-



SOS EQUALS SAR—After seven-hour search, crewmembers of cargo ship on reef are hoisted to safety and flown to carrier for safe passage to Subic Bay.

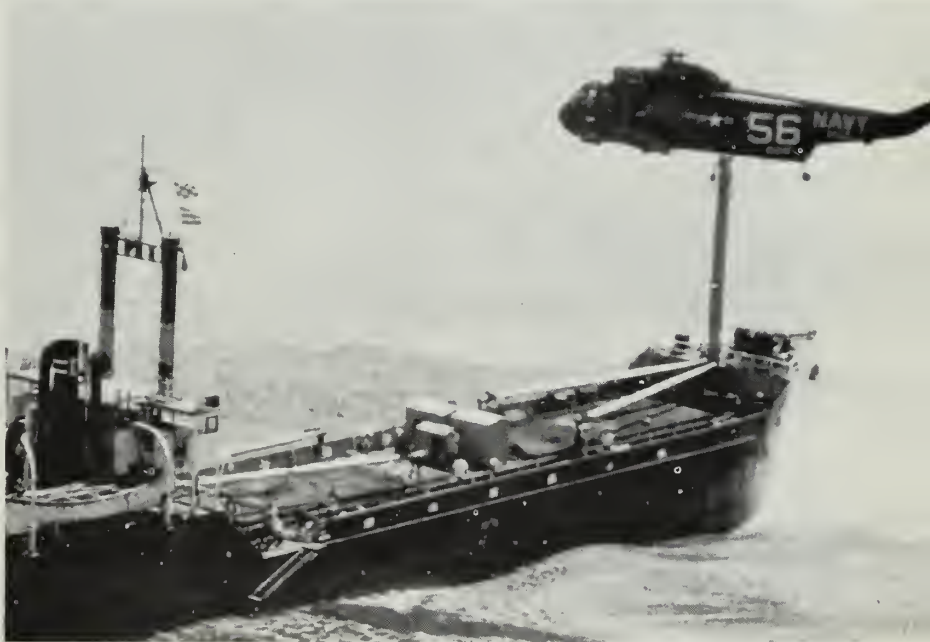
namese coast near Duc Pho and heavy seas pounded her against some submerged wreckage.

When *Navarro* arrived at the scene, *Clarke County* was fully broached with one propeller buried in the sand and her bow doors open and swinging freely.

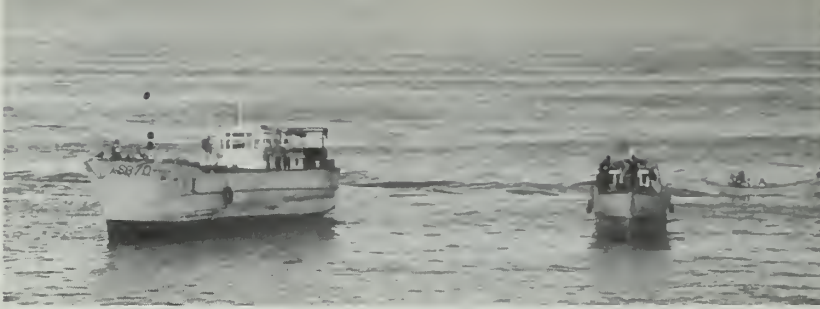
A damage control party from *Navarro* boarded the LST and found large holes in her side, the result of pounding against the sunken craft.

It was immediately apparent that the LST's bow doors would have to be closed and the ship drained before salvage would be possible. It was also apparent that, unless *Clarke County* were shored from within, she could easily break apart.

More damage control crews from various ships came aboard the stricken LST with shoring and repair kits but during the night, *Clarke County* lost all power, communica-



ANSWERING THE CALL—Chopper from *USS Kearsarge* hovers over ship.



SOUTH VIETNAMESE cargo junks, dead in the water off Vietnam coast, receive assistance from Operation Market Time DER *Wilhoite* (DER 397).

tions broke down and pumping operations were threatened.

To complicate matters, a scattering of hostile fire from the nearby hills endangered rescue operations, but a ring of tanks set up to defend the ships quickly returned the fire and silenced the snipers.

In midafternoon, *uss Ute* (ATF 76) arrived on the scene and was joined by *uss Bolster* (ARS 38). Both ships played a major role in refloating the stricken vessel. At various times *Iredell County* (LST 839), *Windham County* (LST 1170) and *Alamo* (LSD 33) also participated in the salvage efforts.

During the early stages of the salvage operation, *Navarro* operated as a floating damage control, communications and support center for the repair parties and crew aboard *Clarke County*.

She also controlled the helicopter

lifts of supplies to the stricken vessel, rounded up equipment needed aboard, and fed the damage control parties from the other ships as well as the LST's crew.

Navarro was released soon after *uss Mars* (AFS 1) arrived on the scene on 21 November and returned to the operation in which she had been engaged. *Clarke County* was refloated on 30 November.

Navarro's efforts on behalf of *Clarke County*, however, did not go unnoticed. Words of praise and congratulations came from, among others, the Logistics Support Force Commander of the U. S. Seventh Fleet—Well done.

—William Johnson, JO2, USN

USS *Kearsarge* (CVS 33)

The South China Sea seems a fertile area for rescue missions. When *Kearsarge* was en route to Subic Bay

after 21 days off North Vietnam, she was notified that a Korean freighter was grounded on a shoal. The vessel had lost power in its engine room and was flooding. One of the 27 men on the grounded ship was injured and all had to be taken off the ship.

Choppers from *Kearsarge's* Helicopter Squadron Six were dispatched to find the Korean ship and pick up the crew. Seven hours later, the vessel was located and an aircrewman was lowered to help members of the crew into the rescue harness.

Six of the survivors were taken aboard the first chopper, including the injured man, while the others awaited rescue by the other two SH3A helicopters which hovered overhead.

The Koreans were transported in the big helicopters to *Kearsarge*, where they were given medical examinations and fed a hot meal.

When *Kearsarge* docked at Subic Bay, the sailors without a ship were sent to the base hospital for observation while the Korean Embassy in Manila made arrangements to return them to their home.

USS *Wilhoite* (DER 397)

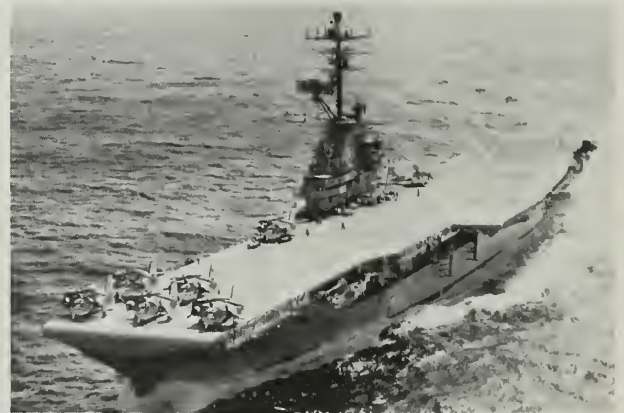
uss Wilhoite also came to the aid of sailors in trouble in the South China Sea. While patrolling off the coast of South Vietnam, *Wilhoite*

TO THE RESCUE—Navy ships steaming to aid those in distress at sea are not unusual. Ships below have done so.



USS *Wilhoite* (DER 397)

USS *Hissem* (DER 400)



USS *Kearsarge* (CVS 33)

USS *Navarro* (APA 215)



came upon two cargo junks whose engines had broken down.

A boarding party from the DER looked the situation over, but found the motor on one of the junks needed a major overhaul. The other motor was repaired by *Wilhoite* mechanics.

For the Vietnamese in one of the junks, *Wilhoite* arrived in the nick of time, for they were completely without food and water and one of the crewmen needed medical attention.

After treating the sick Vietnamese and giving the crew of the disabled junk food and water, the boat with the *Wilhoite*-repaired motor began towing the other junketeers to home port.

A week earlier, *Wilhoite* had played another role in the rescue mission field. This time it was with a Vietnamese coastal freighter which had a badly damaged rudder.

Unfortunately, the repairs needed by the freighter were too complex for *Wilhoite's* facilities, so she radioed the nearby base of Qui Nhon requesting a tug which could tow the freighter to safety.

USS *Hissem* (DER 400)

When the radar operator in *uss Hissem* (DER 400) picked up a large, stationary blip in the path of an oncoming typhoon, it seemed probable the blip would prove to be a ship in trouble.

Hissem, which had left Guam early in the morning to avoid the typhoon, altered her course to investigate and, about 15 miles from the blip, was able to establish radio contact with ss *San Jose*, a reefer about 80 miles from Guam.

When *Hissem* was still seven miles from *San Jose*, her crew could see the reefer's lights but they soon faded because *San Jose* lost her power. But the ship became visible again when an ominous column of smoke and flames billowed from amidships and from the stack.

Before *Hissem* reached *San Jose*, she found two lifeboats in the water and discovered that 13 men still remained aboard the reefer. Inasmuch as the men in the lifeboats were in no immediate danger and things looked perilous aboard the burning ship, *Hissem* pushed on.

Upon reaching the reefer, *San Jose's* skipper informed *Hissem's* captain that the crew remaining aboard was in no immediate danger and urged *Hissem* to return and pick

up the men in the lifeboats.

When *Hissem* again located the lifeboats, the men in one of them were already being picked up by a newly arrived ship.

Hissem's crew helped the 19 men from the other lifeboat aboard and gave them first aid, hot coffee and dry clothes.

When the DER returned to *San Jose*, she found the fire was raging out of control in the reefer's engine room and had spread to the berthing spaces.

The men remaining on board *San Jose* badly needed firefighting aid and equipment, which *Hissem* set out to supply in her boat.

As the boat was launched in the heavy seas, however, the davits were carried away, the engine stalled and the boat drifted.

Fortunately, the whaleboat was brought alongside the DER and the crew clambered to safety. Then a line was passed to *San Jose* in the hope that her crew could successfully pull the boat and its equipment alongside.

The scheme worked beautifully

until the whaleboat came alongside *San Jose*. Then the heavy seas swamped the whaleboat before the equipment could be unloaded. The whaleboat was lost.

Although the typhoon was fast approaching, *Hissem* began towing *San Jose* out of the storm's path but the reefer's jammed rudder made towing difficult in the heavy sea. After four hours, the tow was lost.

Because fire was still raging in *San Jose* and the weather was rapidly becoming worse, *Hissem's* captain and *San Jose's* skipper decided to abandon the reefer.

The 13 men remaining aboard *San Jose* climbed down the side of their ship on a rope ladder and onto a rubber life raft. After an anxious few minutes, the sailors and *San Jose's* captain were brought aboard *Hissem* which headed south fast to avoid the typhoon's wrath.

Congratulations were not long in arriving for *Hissem's* captain and crew. The salvage attempt and the rescue in the face of a typhoon, the messages said, were in the highest traditions of the sea.



A REEFER—Coral Sea copter comes to the aid of Liberian freighter on reef.



ALL SMILES—Flight deck personnel of USS Coral Sea (CVS 43) escort merchant seamen from helicopter that rescued them from grounded ship.



RESCUE TEAM NUMBER ONE: *The Paramedics*

WHEN SEVENTH FLEET Search and Rescue teams sought pointers in land and sea SAR techniques, they looked for and found an expert on the subject at Subic Bay, R. P.—Cubi Paramedic Rescue Team Number One.

The two doctors, two corpsmen and the aircrew survival equipment-man who make up the team don't consider themselves a venerable Navy institution. The group was, in

fact, organized only five years ago when two medical men at the Cubi Air Station adapted standard rescue techniques to the rough Philippine jungle terrain.

When the team was organized, its rescue role was a secondary duty. Now, however, it is officially recognized, not only as a practicing rescue team, but as a teacher of SAR men throughout the Seventh Fleet.

Team Number One has been in

the training business for about a year. It started its teaching career when one of the Fleet's SAR helicopter units felt it lacked sufficient background. Thanks to Cubi's paramedics, that deficiency has been remedied.

Cubi has developed a course which includes a strenuous physical conditioning program, instruction in frequently encountered land and sea rescue problems, first-aid techniques,



and indoctrination in the use and care of rescue equipment. In less than a week, the team is able to give a potential paramedic a thorough understanding of the essentials.

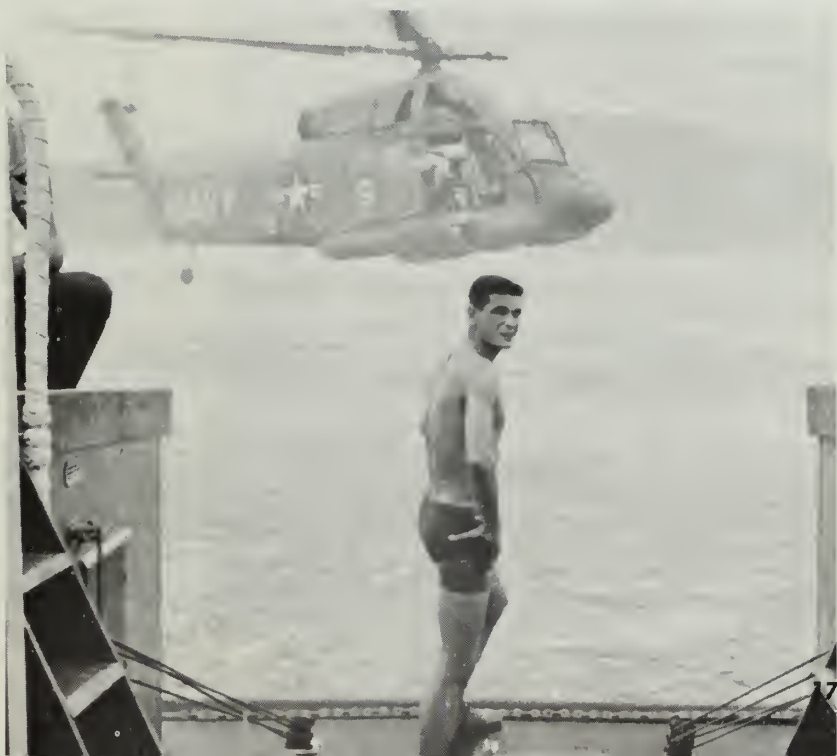
In the final stage of the course, the student is required to rescue a pilot who has injured himself in a crash in rough country. The injury is simulated; the roughness is not. The student, borrowing a technique more familiar to mountain climbers than aviators, rappels from the helicopter, administers first aid, hooks the man up and gets him out.

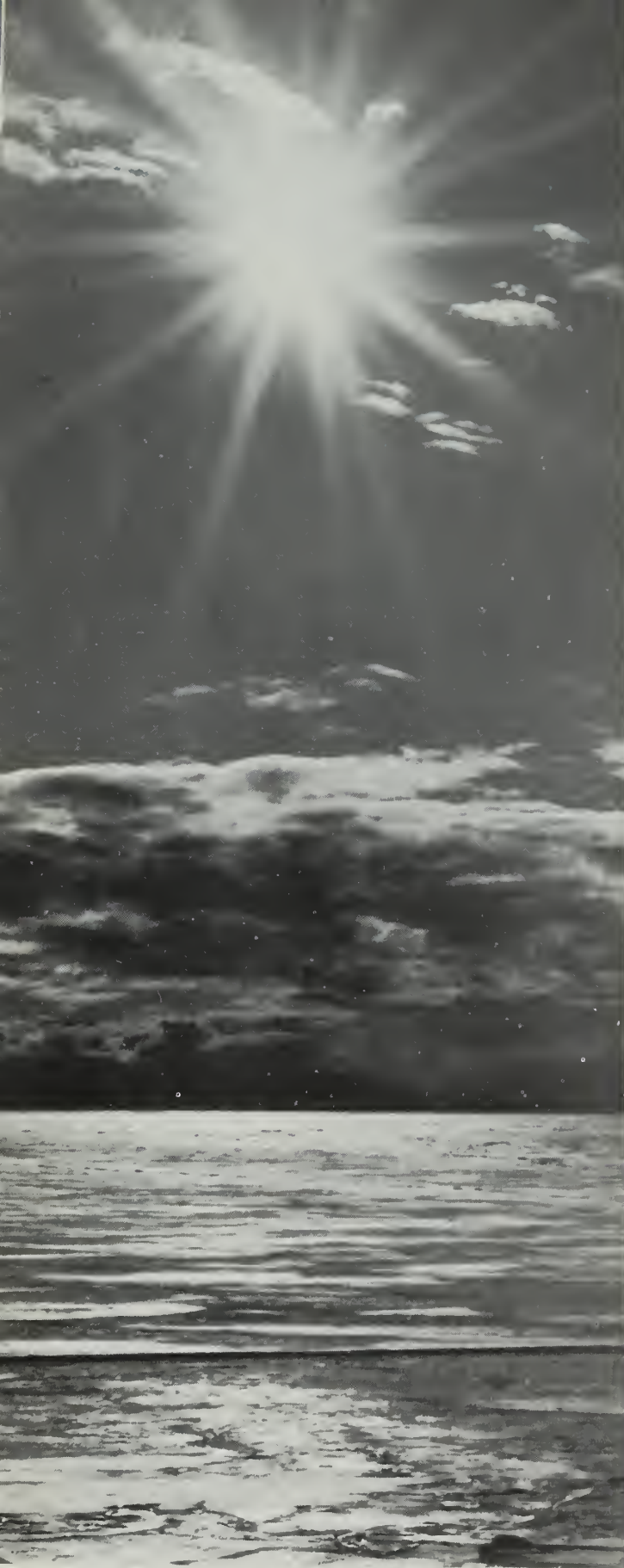
Meanwhile, he has learned how to handle some of the aviation gear he will come in contact with, has become familiar with the problems to water rescue, has cut rescue time to 26 seconds in day, 39 seconds at night.

"When a man graduates from this school," says Dr. Frederick Buehl, the current team commander, "He's a real rescuer. We've simply given him some techniques, some confidence, and a little knowledge of his tools. The rest he does by himself."

Clockwise from Upper Left: (1) Realistic in every detail except for hostile gunfire, a hover, quick jump and quick pickup pilot recovery exercise is carried out by a paramedic class at Subic Bay in the Philippines. The pickup has been practiced to such a degree that it can be effected in as little as 26 seconds. (2) Paramedic practices clearing downed pilot from his parachute. (3) Quick-time pickup is watched from Cubi crash boat standing by to pick up men after the exercise. (4) Following a helo pickup exercise, paramedic class member is hauled out of the water by Cubi crash boat crew. (5) Hospital Corpsman Eugene W. Bliss, USN, is one of the pioneer developers of the paramedic rescue method. (6) Instructor shows paramedic class members how pneumatic splints protect injured pilots.

—Text by Tim Leigh, JO3
Photos by Ken Dalecki, SN





Duty in the Antarctic is an experience that many Navymen have thought about but relatively few have actually undergone. What is this duty like? Why are Navymen serving at this location at the bottom of the world?

To get a better understanding of the Navyman in the Antarctic, let's take a look at Air Development Squadron Six. This squadron is an excellent source to turn to. Its members, rotating of course, have 12 years of experience on the job at and around the South Pole. Here's their story.

The basic article, coming directly from the ice continent, was written by Chief Journalist Jim Partee, usn. Some of the statistical and background material is from the U. S. Naval Support Force brochure, "Introduction to Antarctica." The excellent photos are the work of Charles Durel, PH2, usn, and Don Weldon, PH3, usn.

AIR DEVELOPMENT SQUADRON Six (VX-6) is the U. S. Navy's only aerial support squadron in the Antarctic. It consists of about 450 officers and enlisted men,

REPORT FROM VX-6

with detachments at Quonset Point, R. I., Christchurch, New Zealand, and "on the ice" (as the Navymen call Antarctica).

VX-6 has been going back and forth to the Antarctic for 12 years. Last year's Operation Deep Freeze saw the squadron, known as the Antarctic Airline, making 578 flights, totaling 7537.7 hours of flight time, and carrying 10 million pounds of cargo and 1106 passengers.

The mission of VX-6 includes aerial reconnaissance of the snow and ice for scientific land traverse parties, photo-mapping sections of the huge continent, transporting fuel, cargo and passengers within and to Antarctica, resupplying of inland stations and placing of scientific parties in the field, and providing search and rescue capabilities.

The squadron was commissioned on 17 Jan 1955 at the Naval Air Station, Patuxent River, Md. Its job was to conduct aerial operations in conjunction with the U. S. government's participation in the International Geophysical Year in the Antarctic. Exploration and photo-mapping were the main missions assigned, but knowledge of aircraft maintenance and special techniques for large scale flight operations in the Antarctic environment were also needed.

When the Navy requested men to volunteer for Antarctic operations, the Bureau of Naval Personnel was flooded with requests to join VX-6. As a result, only one man out of every 16 could be selected.

After an intensive training program in cold weather working conditions, survival and the mission of the squadron, the first officers and enlisted men of VX-6 were ready for the ice and anxious to get there.

WHY DO MEN go to the Antarctic? Why do they face the cold, the blizzards, the long winter months of darkness and separation from their families and friends?



BLAST-OFF—Ski-equipped *Hercules* of Air Development Squadron Six fires JATO during takeoff from ice runway.

Twelve Years on Ice

Each of the many who have been there could answer these questions only in his own way. In the early days, men went there for their living—to hunt the whales and seals which abound in the waters of Antarctica. Their first and foremost motive, however, would have to be the challenge of the unknown. From the primitive explorations of centuries ago to the sophisticated studies of today, man has gone to Antarctica to search; to explore the unknown.

What do the scientists of the U. S. Antarctic Research Program want to learn from the Antarctic? Knowledge of the weather is one thing. It is believed that Antarctic weather influences the weather everywhere else in the world. Wind patterns formed on the continent have had their effects thousands of miles away. Physicists study the Antarctic continent which provides a platform for the study of the earth's magnetic field, cosmic rays, and the Aurora Australis, the southern hemisphere's equivalent to the Northern Lights.

Another subject that interests the scientists is the great icecap. Is the amount of ice growing larger or smaller? Are we headed for another ice age? Will coastal cities around the world be inundated by the water from the melting of the vast icecap? No one really knows the answers to these questions, yet.

Biologists are also conducting studies on the continent. They are seeking to discover new forms of plant and animal life and are studying flora and fauna which have already been classified.

Although deposits of minerals have been discovered through geological studies and men have talked about their economic possibilities, it seems that the main export of Antarctica for the foreseeable future will continue to be scientific data.

These are some of the factors that explain why men go to the Antarctic. And this explains the role of VX-6. It carries passengers—scientists, explorers and mainte-

nance personnel—to the Antarctic. And it helps to carry out scientific missions on the scene.

For the Navymen who volunteer for Antarctic duty (and there are always volunteers), there are a number of reasons. In a world of narrowing horizons, the Antarctic represents one of the few frontiers left to us. Navymen have always been in the forefront when it comes to exploring the corners of the earth—and of space itself. To the Navyman, Antarctic duty offers adventure, excitement, the tests of endurance and the challenge of the unknown.

DEEP FREEZE I, back in the early days, consisted mostly of photo-mapping sections of the continent and building Little America V and Byrd Stations. This meant plenty of work for VX-6. When the newly commissioned squadron returned from its initial deploy-

ON THE SPOT—Crewmembers of VX-6 build temporary shelter while waiting repairs during 1962 Deep Freeze.



WHAT IS ANTARCTICA?

What is Antarctica—land or water? How big is it? How high is it above sea level? These are just a few of the questions that have been asked, and partially answered, by explorers and scientists since the continent was first discovered in the 1800s.

Antarctica is the continent which surrounds the South Pole. It is a high, ice-covered land nearly twice the size of the United States and is surrounded on all sides by oceans.

This South Polar region is very different from the Arctic or the North Polar region. In contrast to the South Pole, the North Pole is an ocean area almost completely surrounded by continents.

It is believed that about 95 per cent of the world's ice is in Antarctica. About 4.5 per cent of the almost five and one-half million square miles of the continent is ice-free.

The icecap which covers the Antarctic is very thick. At one point, scientists have found it to be over 14,000 feet to the surface of the bedrock below. The average thickness is about 7000 feet. The average elevation of the continent, one of the loftiest in the world, is about 7500 feet. If the ice located there should all melt, it is estimated that the oceans of the world would rise more than 200 feet.

Ice is plastic; it flows. The great weight of the polar plateau forces the ice relentlessly toward the sea. In some places it rushes through the mountain valleys as great rivers of ice, called glaciers.

From glaciers and ice shelves, great pieces break off and float northward to melt away into the sea. These are the majestic icebergs. There are two types found in the southern oceans, the rough irregular icebergs of glacial origin, looking like floating cathedrals or ancient castles, and the flat-topped or tabular icebergs, the product of the ice shelves. These latter bergs are found primarily in the Antarctic. Tabular icebergs of more than 100 square miles in area have been sighted.

While much of the continent is bounded by ice cliffs, in other areas steep mountain slopes are found and occasionally there are beaches and gentle slopes which lead inland to the icy plateau.

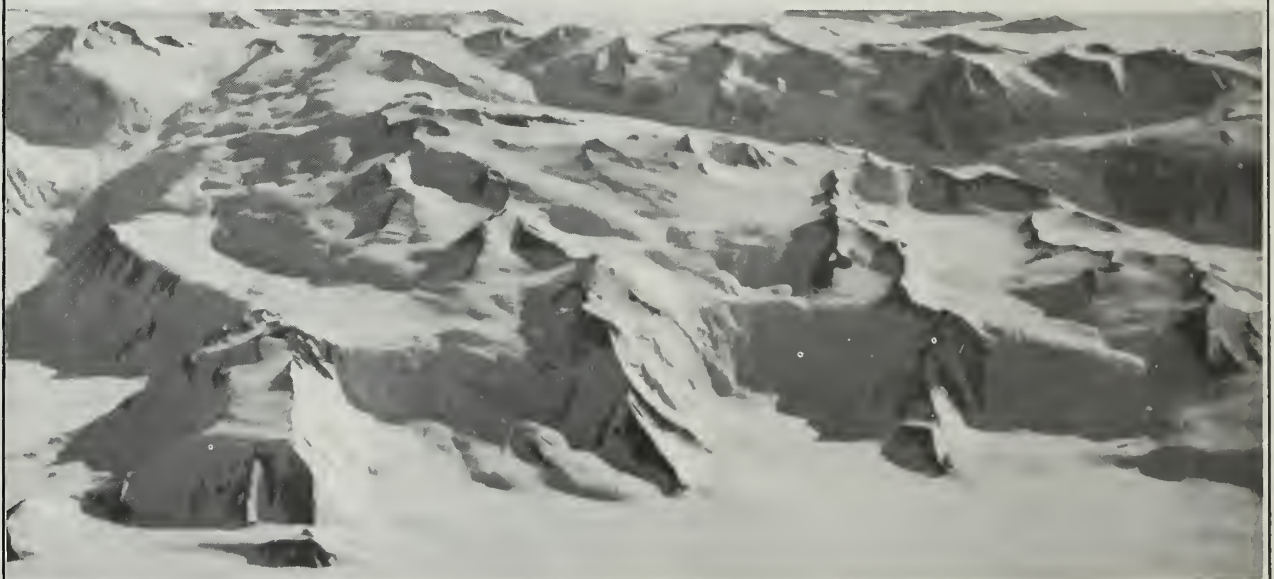
In a few places there are low and level areas free from ice. Areas of this type, called oases, are found scattered along the coasts. Ice-free areas found inland are called "dry valleys." Here the ice has receded and only an occasional "alpine" glacier remains. Scattered glacial debris and glacial moraines usually cover the valley floor.

There are two species of flowering plants in Antarctica: one a grass flower and the other a pink growth. These are found on the Antarctic Peninsula, the section of the continent reaching toward South America. Moss, lichens and fresh water algae are found in many of the ice-free areas. One rocky area within 300 miles of the South Pole yielded moss to the exploring scientists.

There are no animals other than a few insects which can live on the continent. Forty-four species, the largest of which is a wingless mosquito, have been found among the moss and lichen. This is in strong contrast to the Arctic where there is abundant plant and animal life.

Life in the sea about Antarctica is another matter. Great amounts of mineral food are found in the polar waters and microscopic plants thrive upon it. These plants, in turn, are consumed by larger forms of life. At the end of this chain are the whales, the largest of which is the blue whale. A full grown adult may be over 90 feet long and weigh as much as 150 tons, larger than any other animal known to have lived now or in the past, including prehistoric dinosaurs.

The Antarctic is a land of great size, almost devoid of life, but with much life in the sea around it. As mentioned above, it is high in natural resources, and if this environment could somehow be harnessed, it could do much to enrich man's inhabited world.





PLANE WORK—Flight engineer R. W. Capling, ADJ2, makes log entry. RT: LT Steve Riley shoots sun with sextant.

ment, a change in home port orders was received and VX-6 moved to Quonset Point, R. I., in June of 1956. Quonset has been home port since that time.

Before their next deployment from Quonset Point, squadron members underwent intensive training and indoctrination.

That kind of indoctrination has been going on ever since, with the lessons of each year added to the accumulation of knowledge. VX-6 is now considered a veteran and an expert.

The squadron today has four ski-equipped *Hercules* aircraft, two C-121 *Super Constellations*, one C-47 *Dakota* and five LH-34D *Seahorse* helicopters.

Because of its varied missions, the squadron must maintain and operate several different types of aircraft. The *Hercules* is used to carry heavy cargo, the *Super Connie* carries cargo and passengers, while the *Seahorse* helicopter carries scientists on short hauls within a 100-mile radius of McMurdo.

The men in VX-6 play a personal part in the scientific effort to uncover more information about the vast white continent at the bottom of the world. Their polar flying talent, combined with the research capabilities of U. S. scientists, has brought to the surface many of the secrets hidden there.

ONE OF THE PRIMARY missions of Air Development Squadron SIX (VX-6), as mentioned above, is to photo-map portions of the continent in the interest of science.

The actual size and shape of the "white continent" is not completely known. With photo-maps, geographical data can be forwarded to the U. S. Geographical Survey section of the Department of Interior for map making.

To accomplish this task some 20 men are assigned to the VX-6 photo lab.

During the Operation Deep Freeze period of 1966-67, a *Hercules* equipped with a tri-metrigran camera and a *Super Connie* obtained mapping-quality photographs of some 335,000 square miles—almost double the record 1964-65 coverage.

The Photo Division is headed by Lieutenant Steve Riley, a former enlisted photographer, who is assisted

by Chief Photographer's Mate John Reimer. (The laboratory's motto: "Have camera, will travel.")

While "traveling" during a one-month period, the photographers shot 2016 color transparencies, 350 black and white photographs and more than 11,000 feet of motion picture film, while flying some 1126 flight hours.

This year's Operation Deep Freeze has programed 280,000 square miles of Antarctica to be photo-mapped. Each of the two aircraft outfitted for this task has three cameras. One is mounted vertically and the other two are at an angle on each side of the aircraft, shooting a series of photographs stretching from horizon to horizon.

More than 9000 flight-line miles will be flown before this assignment is completed. Meanwhile, routine photographic assignments must be covered, such as construction projects, command activities and VIP arrivals, and ice breakout on the Ross Ice Shelf.

In order to get their job done, special care must be taken with the camera equipment. Before bringing them to the cold interior of Antarctica, the cameras are completely disassembled and lubricated with graphite so they will work in the severe cold. Once "on the ice," the cameras are kept in an intermediate room where the temperature is between the extremely low temperatures outside and the warm, comfortable temperatures inside the Photo Center. This is to acclimatize the cameras after use to prevent condensation on the lenses. Film also must be kept warm. The bitter cold often crumbles film as though it were a potato chip. Such are some of the problems of photography in Antarctica.

AERIAL NAVIGATORS and polar pilots of VX-6, probably more than anywhere else in the world, need to combine their talents to get the job done while flying with Operation Deep Freeze.

Antarctica, with its glaciers and endless white plains of blowing snow, poses one of the worst dilemmas for a pilot—not knowing where he is. He must depend, to a greater degree than ever, on the know-how and ability of the navigator to get him to his destination.

The polar navigator's tools are a set of charts, a sextant, good visibility, and the almost ever-present sun (the Antarctic in summer is the land of midnight sun,



BIRDMEN—Aircrewman R. Tippet, AMH2, readies for helo flight. Rt: LCDR M. Lusk keeps eye on instruments.

and at the South Pole itself the sun does not set for six months).

With the aid of a periscopic sextant, the navigator takes sun sightings. The sightings, when worked out mathematically and plotted on a chart, will give a line of bearing. This, however, is not an absolute fixed position, but simply tells the navigator that he is somewhere on that line.

Ordinarily the navigator then would "shoot" another celestial body, and where the lines cross would be his position. However, with broad daylight 24 hours a day, the sun is the only celestial body available in Antarctica.

The VX-6 navigators take sightings on the sun every 30 minutes, and by carefully plotting these lines of bearing, and using them in conjunction with radar, may fix their positions in the Antarctic quite accurately.

Pilots in other parts of the world use magnetic compasses to aid in steering their aircraft, but magnetic

compasses are useless in the Antarctic, owing to the close proximity of the south magnetic pole. Therefore, gyro compasses are used to keep the pilot on a given course heading. The precession, or error rate, of this type compass cannot be allowed to exceed one and one-half degrees per hour.

The navigator, using his periscopic sextant, can determine his true heading by taking a sight on the sun. He resets his compass if necessary. This "deviation check" must be made once every 30 minutes, or any time the heading of the aircraft is changed more than 45 degrees.

The pilot has some special problems of his own. One of the most feared is the "white-out" landing. This is caused by the milky white glare created by the reflection of the sun off the snow and ice crystals in the air which tend to eliminate shadows and alter depth perception. The pilot now has to rely on his instruments

Flying Over the Ice

The first flight over the Antarctic continent was made on 26 Nov 1928 by Sir Hubert Wilkins, a British explorer. The pilot of the aircraft, an American, was Carl Eielson who had previous experience on the opposite side of the world—in the Arctic.

The navigator of the first aircraft to fly over the South Pole (on 29 Nov 1929) was Rear Admiral Richard E. Byrd.

A C-47 *Dakota* was the first plane to land at the South Pole.

Since that time the aircraft used for exploration in the Antarctic have increased in size and efficiency. Today, the huge, ski-equipped *Hercules* of VX-6 fly

routes to all American stations on the continent. These aircraft carry everything anyone needs anywhere on the continent. Besides operating as a cargo plane, the *Hercules* teams up with a *Super Constellation* to photo-map sections of the Antarctic.

Other aircraft used today in scientific exploration are the LH-34D *Seahorse* helicopters.

During the Deep Freeze '67 season, the Air Force, for the first time, landed a giant C-141 jet *Starlifter* on the frozen Ross Ice Shelf.

Although man must do the actual exploration, aircraft of all types help him, and will continue to help, as long as scientists have work to do in Antarctica.



TIME FLIES—Over 20 years have passed between photos of R4D taking off and *Hercules* landing in Antarctica.

and aid from ground radar. It is difficult and demands all the skill and patience of the pilot in control.

As VX-6 carries out its mission of aerial reconnaissance for scientific traverse parties and photo-mapping the continent, it also carries out a collateral duty, that of performing search and rescue operations. This has earned the squadron's pilots the title, "Angels of the Antarctic."

LIFE IN THE SMALL polar communities and on the snow trail has improved since the days of Roald Amundsen and Robert F. Scott. It is still rugged by ordinary standards, but the men of Operation Deep Freeze claim one can live in reasonable comfort in the regions of the South Pole.

There are plenty of problems, of course. Everything needed to sustain life in the Antarctic must be imported. When or if food runs out, the nearest grocery store to replenish the stock is approximately 2000 miles away. When a machine breaks down, it must be repaired on the spot with whatever is available.

Strange as it may seem, perhaps the greatest single danger to an Antarctic station is fire. In the wind, it takes only minutes to destroy an entire installation. Precautions are taken, and vital supplies are stored where they will not catch fire if a building burns. At many bases there is a refuge hut some distance from the main living quarters. This hut is stocked with food and other necessities.

Because it is frequently dangerous and difficult to go outside, the men stake out a trail in the snow between their different buildings. They can then walk safely from one place to another without getting lost in the dark period of the short night or during a hazardous "white-out." Along these marked trails, and sometimes in tunnels, the men store food and other supplies where they can get to them, no matter how bad the weather.

The dry cold of Antarctica can often be used for man's benefit. Food placed in tunnels keeps indefinitely in this natural freezer. Food spoilage and structural corrosion are minimal in the dry-cold environment of this continent.

OVER THE YEARS, much has been learned to make living here easier.

Today, instead of using wood and tar paper, the men of Operation Deep Freeze use specially prepared panels for the sides and roofs of their buildings. Outer layers of plywood and inner layers of aluminum or comparable light material, with a dead-air space between, create an excellent insulation from the cold. The panels come in standard sizes that fit together tightly. They can be erected quickly into buildings of all types. When completed, these buildings are almost air-tight and very easy to heat.

You may wonder what type of clothing men wear outdoors in the Antarctic. Is it very heavy, for example? Actually, on a still day when the sun is shining, men working outside may become quite warm. Frequently, they strip down to their shirtsleeves. Hardy souls have been known to take off their shirts and risk being badly sunburned.

Ordinarily, Antarctic explorers dress warmly. The principle of cold weather clothing is not so much the bulk of the individual pieces, as it is the number of layers. Between each layer is an air pocket which traps



McMURDO MEN enjoy their meal in station's galley.

body heat and serves as insulation. Another important feature of Antarctic clothing is that the outer layers are windproof.

With present day clothing and equipment, men can live in the Antarctic quite comfortably and work on the trail at very low temperatures.

The Antarctic, however, remains a dangerous and unpredictable land. Men, if they are going to survive there, may never relax their guard. A moment of carelessness can easily result in the loss of life.

Cold, Colder, Coldest

Everybody knows one thing about Antarctic weather—it's cold! In fact, Antarctica has the coldest climate of the world. On the average, it is 30 degrees colder than the Arctic. The lowest temperature ever recorded was a shivering 128 degrees below zero. (Yet, as noted in the attached story, Navymen working outside have been known to remove their shirts, and risked getting a bad sunburn!)

During the Antarctic summer (being on the opposite side of the world, it extends from December through March), the temperatures along the coast often rise above freezing (32° F.). On the inland plateau, they rarely go above zero. In the darkness of the Antarctic winter, temperatures drop rapidly and remain far below the freezing mark.

Precipitation in the Antarctic is very light. The great Antarctic blizzards, about which everyone has heard, consist mostly of blowing snow. The actual amount of snowfall is comparable, in water content, to the rainfall in the Mojave Desert.

Another important feature of Antarctica's weather is the wind around the continent. Though sometimes a gentle flow off the polar plateau, it often roars across the continent at speeds in excess of 100 miles an hour. Such gale force winds prevent all land and air operations as all personnel are forced indoors to wait out the blow.

These Antarctic winds meet the prevailing easterlies of the southern hemisphere, resulting in a turmoil that makes the seas about Antarctica among the roughest in the world. Approaching the continent can be an exhausting experience, even in a modern ship.

Thus, the Antarctic weather is a combination of cold air, high winds and blowing snow. These three elements provide a pattern unlike any other in the world. It is a climate most treacherous and forbidding to man.



PANORAMA of the headquarters and drydock area of the Saigon Naval Shipyard located on the Saigon River.

Naval Shipyard Repair



NEW JUNK—Yard's huge railway crane deftly lifts finished Yabuta junk into the bay for fitting out before joining river junk force.

CONSTRUCTION on the Saigon Naval Shipyard was begun in 1863 and for much of the time since then, it has been a major repair and supply base in Southeast Asia.

During World War I, it produced vessels for the allies before it was ceded to Indochina. It supported the French Fleet during World War II; was occupied by the Japanese until 1945 and partially destroyed during allied bombings during the same year. In 1954, the yard resumed production and passed from French rule to the Republic of Vietnam in 1956.

Today, the multimillion-dollar Naval Shipyard in Saigon is not only the biggest between Singapore and Hong Kong, but also one of the largest facilities of its kind in the entire Far East.

The shipyard's workers are capable of overhauling and repairing all the ships of the fast-growing South Vietnamese Navy, thereby making possible its day and night patrol of the country's 1400-mile coastline as well as inland waterways where Viet Cong troops and supplies would otherwise be smuggled.

This 53-acre facility, the largest industrial complex in South Vietnam, is located on the southwest bank of the Saigon River about 30 miles from the South China Sea.

The site was selected for three reasons: big ships could navigate the

Saigon River; the site was easy to defend; and both workmen and materials were readily available in the area.

In the 87 buildings which make up the shipyard, 1700 men work six days a week repairing and overhauling vessels which range from the 3640-ton, 328-foot LST (the largest vessel in the Vietnamese Navy) to the smallest, the 10-ton, 35-foot troop landing craft (LCVP).

THE VIETNAMESE NAVY has no capital ships such as cruisers and destroyers, nor does it possess any submarines. Its total strength in naval craft today consists of 64 ships—all landing and patrol craft—and just over 500 boats of the small personnel and patrol class. The total strength of the Vietnamese Navy will soon be increased by United States-supplied river patrol and fast patrol craft which are scheduled for delivery in the near future.

Repairs that are not made in the drydocks are made in the yard's shops. The foundry and blacksmith shop, for example, has forges and electric furnaces where workmen can cast spare parts and form metal shapes. Motors and generators are rewound in the electric shop and voltage regulators are repaired and obsolete shipboard wiring is renewed there, too. Workers rebuild damaged propeller blades in the pipe and cop-

per shop and also repair or replace sections of corroded and deteriorated piping of all kinds.

Wooden boats are repaired in the carpentry shop which also produces furniture to conform to the ship interiors.

The hulls of steel ships and boats are repaired in the hull and welding shop which has an 80-ton press capable of forming steel plates four inches thick, while in the machine shop, which has more than 80 major machine tools, spare parts are made and bearings, shafts, pumps and compressors are also repaired.

The yard's engine shop can overhaul everything from small outboard engines to 1800-horsepower diesels, fuel injection systems and associated auxiliary equipment. Another shop



ADVISORY CONFERENCE—CDR Cameron Mixon, Jr., USN advisor, discusses industrial techniques with yard captain, Doan Bich (rt.) and planning officer.

—Saigon Style

where sizeable jobs are done is the ordnance shop which repairs ship-board guns from 30-cal. machine guns to 3-inch cannons.

Binoculars, sextants and other navigational equipment are repaired in the optical shop and workmen tailor canvas covers to protect exposed deck guns and equipment in the rigging and canvas shop.

In addition to the various shops, the shipyard has a large graving dock which can accommodate a ship up to 520 feet in length and 63 feet in beam.

A smaller graving dock serves ships up to 119 feet in length and 26 feet in beam.

The shipyard also has a 30-ton floating crane, a 15-ton railway crane, four small 12-ton mobile cranes, four marine railways and various sizes of hoisting facilities in most shops.

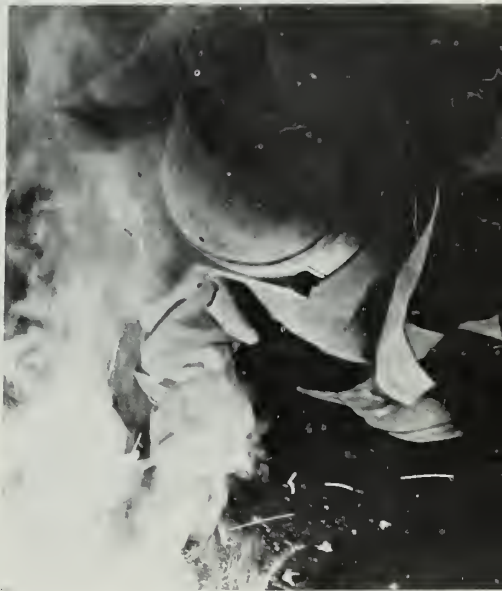
FUTURE PLANS for the shipyard include a chemical laboratory where products of combustion and corrosion can be analyzed and a lab where metallurgists can identify metals and test them for tensile strength, corrosion resistance, hardness, ductility and other properties.

With such capability, it is easy to see why the shipyard is solidly booked for months ahead. When a ship is overhauled once every two years, it is stripped of its main pro-

pulsion and auxiliary equipment and all badly worn parts are replaced. Some units are rebuilt and reinstalled.

The year 1965 was the busiest year the yard has seen under Vietnamese management. During that year, 23 ships and 151 boats were overhauled and about two and a half million productive man-hours were recorded.

Although the Saigon shipyard is humming, there are also problems. Inadequate pier space, a lack of weightlifting capacity on the water-

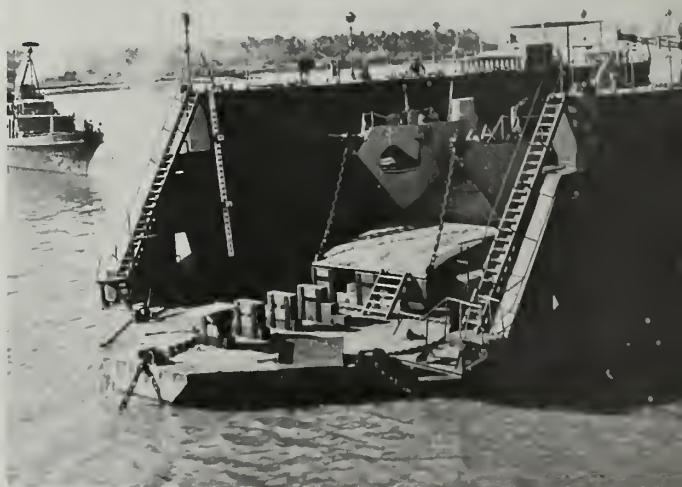


METAL PARTS for ships and boats are welded by apprentice (above). Below: General upkeep of ships is maintained by crew and scheduled yard periods.





NOT SO HIGH, BUT DRY—Minesweeper is drydocked for hull work (above). Below left: Shipyard machinery will be busy, following new on-the-job training program. Right: 100-ton drydock used for small Vietnamese boats.



front and an acute shortage of skilled workmen head the list. Some of the equipment still being used, for example, was originally installed by the French from 30 to 50 years ago. Through the combined efforts of the shipyard management and U. S. Navy advisors, up-to-date equipment is being installed in the shipyard.

Until comparatively recently, Vietnamese naval ships had only one berth for dock trials. Unless in drydock, ships being repaired were moored four and five abreast alongside pontoon piers. Repair parts, tools and other equipment had to be carried by hand or lifted aboard with floating cranes which, of course, tied up a considerable amount of manpower just to move items on and off ship.

This situation was improved considerably when a 750-foot wharf was finished in August 1966. Another 400-foot pier was put into use in May of 1967. These wharfs ended the yard's reliance on floating cranes and manpower.

LABOR HAS BEEN and will continue to be a problem at the shipyard although something is being done about this, too. In June 1967, U. S. advisors organized an on-the-job training program to increase the output of the skilled workmen at the yard.

Carpenters, still available on the Saigon labor market, are being retrained to become shipfitters by en-

larging their skills to include working with metal as well as wood. During their training, the erstwhile carpenters are taught welding techniques and the use of electric arc and oxygen-acetylene equipment.

Although much of the recent improvement in the shipyard has been confined to the shops, Vietnamese officials have, in the past 11 years of United States assistance, introduced closer management controls, more efficient shop practices and more accurate accounting procedures as well as substantially improving the productivity of the labor force.

Nowadays, the shipyard not only repairs and overhauls ships, but also builds 50-foot, 12.5-ton *Yabuta* junks for coastal surveillance work. These junks were introduced in Vietnam by a former Japanese employee and are equipped with U. S.-manufactured 130-hp diesel engines and have a top speed of more than eight knots.

Each *Yabuta* is armed with 30-cal. and 50-cal. machine guns and has a seven-man crew. The junks are capable of extended patrols in search of would-be Viet Cong infiltrators in coastal waters.

A junk usually can be built in seven weeks but, in the past, as many as three *Yabut*s have been completed at the Saigon shipyard in a single week under a full production schedule.

—Byron S. Whitehead, Jr., JO1, USN



Hatchets and planes are used to complete one junk every seven weeks.



A Vietnamese shipyard employee uses French drill 30 to 50 years old. *Rt*: Welder trained by on-the-job program. Below: Sao log is trimmed into beam.



Young carpenter narrows a Sao log which will later be intricately carved before being used as beam in junk.





OBA know-how gained through practice will save lives in a real emergency.



Put on OBA. Tighten straps for comfortable fit.

Next, ready canister chemical for insertion.



What Do

HOW DOES an OBA work?

The question is not academic. The right answer might save your life.

Accident reports following the fires aboard the carriers USS *Oriskany* (CVA 34) and *Forrestal* (CVA 59) maintain that there were some among the would-be firefighters who could not enter smoke-filled compartments for the simple reason that they did not know how to use this piece of firefighting gear.

The number of Navymen thus ill-prepared is not known. But it really doesn't matter.

One is too many.

This article is meant for you, if you:

Pull metal tab straight across top of cap.



ALL HANDS

- Have not put on an OBA and activated a canister within the last few years.
- Do not know where the OBAs are stowed aboard your ship.
- Do not know why a gas mask and an OBA cannot be used interchangeably.

If you fit into one or more of these categories, perhaps the information that follows will jog your memory. It will not, of course, substitute for practice with an actual OBA.

The Oxygen Breathing Apparatus is designed to circulate air repeatedly through a closed system. During



You Know About OBA?

the air's round trip through the OBA, two important things happen to it. First, the carbon dioxide is removed from the exhaled breath; then oxygen is chemically generated, and added to the air which is to be inhaled.

Unlike a gas mask, which continually brings in outside air and filters out dangerous particles, the OBA keeps circulating the same air over and over again. The fact that outside air is inhaled through the gas mask's filter nullifies its use in firefighting. The air in the vicinity of a fire is rather short on oxygen. A gas mask does not generate oxygen. An OBA does.

The OBA's essential components are an airtight face-

mask, an exhalation tube into which the wearer breathes, a removable canister containing the oxygen-producing chemicals, a breathing bag which stores the rejuvenated air and cools it, and an inhalation tube leading back to the facemask.

The OBA facemask is made of rubber, with plastic eyepieces, a speaking diaphragm, and a rubber mouthpiece. A short tube just below the speaking diaphragm contains the inhalation and exhalation tubes, and check valves for each.

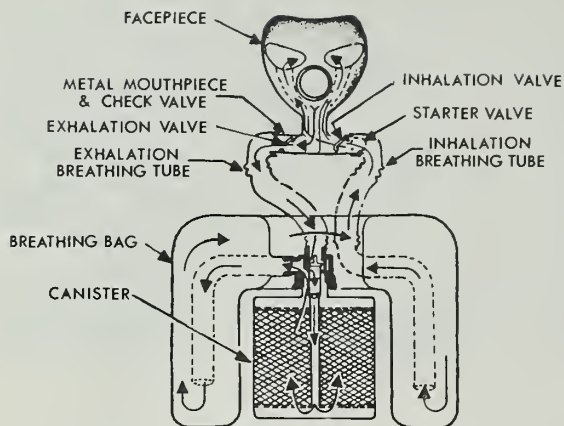
The breathing bag, which must be filled before the OBA can be used, collects air and retains it long enough for it to cool.

Note metallic-fail seal in neck of canister.



Loosen bail. Swing out and insert canister.





The most important feature of the OBA, of course, is the canister containing the oxygen-producing chemicals.

The canister consists of five layers of chemicals separated by wire mesh screens. When moisture and carbon dioxide from the wearer's breath enter the chemicals, oxygen is released and the carbon dioxide is absorbed.

The canister has a lanyard on the bottom which, when pulled, fires off a fast-burning chemical which produces pure oxygen as it burns.

Called a "candle," this chemical cake produces enough oxygen to last from two to four minutes. While the OBA-wearer is breathing this supply of oxygen, his exhaled breath starts the chemicals in the main portion of the canister working.

For a full understanding of the principle of the OBA,

When canister hits stop, swing bail back and tighten.



it might be helpful to trace the course the air takes within the closed system. We'll follow the air from the time it is exhaled from the lungs. The air flows down through the exhalation tube to the canister of chemicals, where it is led through a central pipe to the bottom of the canister.

The air then rises through the chemicals in the canister, losing carbon dioxide and moisture, and gathering oxygen as it goes.

The air travels up into the breathing bag, where it is stored until the wearer inhales it. This delay gives the heated air time to cool.

The most obvious thing you must know about the OBA, of course, is where to find one when you need it. Copious knowledge about its internal workings will do you little good if you can't find one in an emergency.

OBAs are stored in the damage control repair stations, which are also called repair lockers, and in various other places throughout the ship. A destroyer usually has three such storage facilities, while larger ships have correspondingly larger numbers of them. If you do not already know where they are located aboard your ship, you should make it a point to find out.

Before you can use the OBA, there are certain steps that you must take to get it activated. The process sounds long and involved, but actually takes only a few practice sessions before it becomes second nature to a potential firefighter.

First, of course, you have to put on the OBA and tighten all straps so that you have a snug but comfortable fit. Now you're ready to insert the all-important canister.

Before putting the canister in place, you first must remove the metal protective cap to expose the metallic-foil seal in the neck. This is done by pulling the metal tab straight across the top of the cap and down, as if

Squeeze tube, check tightness of facemask.



you were opening a can of your favorite beverage.

In using a quick-starting canister, you remove the rectangular cover on the bottom of the canister and let it dangle from the lanyard. The swinging bail which holds the canister in place has a handwheel. Loosen it, and swing the bail outward. Now you can insert the canister into the canister guard.

There is a "canister stop" near the top of the canister guard to keep the canister from going all the way up and puncturing the seal prematurely. When the canister hits the stop, swing the bail back in place under the canister and turn the handwheel enough to hold the canister in.

To activate the canister, push the canister stop in as far as it will go, then turn the handwheel until the canister travels up and seats against the main valve.

When you have put the facemask on and adjusted the straps to fit your head, you are ready to get the chemical reaction started in the canister.

The quick-starting canister is easy to get started, as its name implies. Pull the lanyard on the bottom of the canister with a steady pull away from the body. This removes the cotter pin from the candle and fires it off.

Starting the candle may be accompanied by a slight amount of harmless smoke. The breathing bag will immediately fill with oxygen and you may proceed with your work. While the candle is providing oxygen to the breathing bag, it might get too ambitious and overflow your bag. In this case, vent the bag by depressing the starter valve (on the cross tube just below the facepiece) and letting some of the oxygen seep out.

The length of time your canister will last will vary according to the amount of work you are doing. So that you can tell how much time is left in the chemicals in your canister, a timing device is provided as a part of the apparatus. The dial, calibrated in minutes, is normally set as soon as the canister has been activated.

Pull lanyard, starting the oxygen cycle.



Firefighting party dons OBA during shipboard drill.

When you have inflated the bag, set the timer for 45 minutes. When the pointer returns to zero, the bell will ring. You will then have 15 minutes to get out of the compartment. If there is an increase in resistance of breathing, or fogging of lenses on inhalation before the bell rings, immediately return to fresh air.

Get a new canister from the nearest repair locker and change canisters. Be sure not to handle the expended canister, as it will be very hot. Swing the bail out, and let the used canister drop out by itself.

That's about as much information as this article can give you. There is no substitute for practice.

Set timing device. (Usual time is 45 minutes.)



LETTERS TO THE EDITOR

White River Updated

SIR: Don't get us wrong—we are delighted with the press coverage we received in the October issue of *ALL HANDS*, but we would like to bring you up to date on *White River*. After all, your account is by now several months old.

In the first place, *uss White River* (LSMR 536) is homeported in the Far East, not San Diego. She joined the Seventh Fleet family in October 1965, a relationship which has resulted in a scrapbook full of statistics, some of which you noted. Just for the record, I offer this more current report:

On 25 Aug 1967, *White River* completed her fourth Vietnam tour, during which her expenditure of ammunition amounted to more than 43,000 rounds of 5-inch rockets, 2500 rounds of 5-inch/38 and 14,000 40-mm rounds, all of which was directed toward numerous enemy targets along the Vietnam coastline. Damage included 7000 structures and emplacements destroyed, and more than 150 secondary explosions ignited and 330 enemy troops killed in action. That about does it for the moment.—W. C. C., LT, USN, CO, *uss White River* (LSMR 536).

• *Congratulations on the success of White River's fourth Vietnam tour, and*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

for any others she may have completed in the meantime.

Our lag in reporting her activities—up to the minute—can probably best be attributed to the fact that she is compiling statistics on a daily basis and we report them on a monthly schedule. Nevertheless, keep up the fine work and by all means try to keep ALL HANDS up to date.—Ed.

Correspondence Courses and GI Bill

SIR: I plan to obtain a college degree from the University of Illinois. I will complete the first two years of study by correspondence.

Will the G. I. Bill pay for the correspondence courses?

If so, how much of my educational entitlement will I use? I understand

that 36 months of study is the G. I. Bill maximum, and I wouldn't care to use the entire entitlement, or the majority of it for that matter, on correspondence courses.—G. W. W., YN2, usn.

• *Yes, you can use the G. I. Bill to help finance approved correspondence course study.*

The answer to your second question is more complex. Providing you have spent three years in the military, you do have 36 months' entitlement to the G. I. Bill educational benefits. This should be enough to obtain your bachelor's degree, since one school year is equal to nine months' full-time study.

If you complete part of your education through correspondence courses, your education during that period will be counted as one-fourth time. If, in other words, you took one year to complete a correspondence course you would use three months of your entitlement.

The same rule holds true whether you take one course at a time or more than one course. Obviously, if you are a fast worker and can complete the course rapidly, study by correspondence can be to your advantage. But if you require long periods of time to complete each course, you may forfeit a disproportionate amount of your G. I. Bill entitlements.

Incidentally, when you study by correspondence your payments are made as you complete the lessons. With each lesson you mail to the college, the VA will send you a check.

*For more information see your Educational Services Officer or check the December 1967 issue of *ALL HANDS*, page 20.*—Ed.

Bugles and Buglemasters

SIR: Can you furnish any information regarding the old Buglemaster rating? My only sources are memory and scuttlebutt and these don't tell the whole story.—F. B. Z.

• *If you don't blow your own horn, quoth the sage, who will blow it for you?*

There must be a lesson here for, in 1948, buglers and buglemasters (whose rating was established in 1871) were transferred to the quartermaster rating.

As the date 1871 indicates, the bugler rating was venerable but hardly one with advancement possibilities. It wasn't until 1920, in fact, that first and second class pay grades were established. By 1927, an enterprising bugler could be designated a buglemaster but this represented the loftiest height to



SPRAY DAY—Navy tug sends a watery welcome skyward as salvage ship *USS Escape* (ARS 6) returns to port at San Juan, P.R., after deployment in Med.

which a bugler could advance in his rating.

In 1948, buglers and buglemasters fell upon trying days. The buglemasters, with one exception, lost a stripe and were included in the quartermaster rating. All first and second class buglers were transferred to the quartermaster rating as seamen and seamen apprentices.

From that point on, at most places, bugles blown by buglers or buglemasters became passé and the amplified voice of the phonograph was heard in the land.

Nowadays, buglers who bugle as a collateral duty must acquire their skill on their own initiative which, we are told, is not difficult to do. Professional musicians assure us that only a nominal number of practice hours lie between the first wavering notes and a clarion call.

We haven't dared to try it ourselves.
—ED.

Smooth Sailing

SIR: Before I make any firm plans for transfer to the Fleet Reserve, I'd appreciate some information on my retainer/retired pay status. I'm more than a little confused.

I made E-9 in November 1965. In July 1966, I accepted appointment to warrant officer, W-1. I had been drawing more in base pay as an E-9 than I would as W-1, so I took the "saved pay" clause to avoid losing money. In July 1967, I was promoted to chief warrant officer and went on the regular CWO-2 payroll.

At the time I accepted W-1, I intended to serve 30 years' active duty and then retire. However, health problems within my family now force me to transfer to the Fleet Reserve as soon as I reach the end of my obligated service in July 1969.

Will I be able to revert to my enlisted status and draw E-9 retainer pay in the Fleet Reserve?

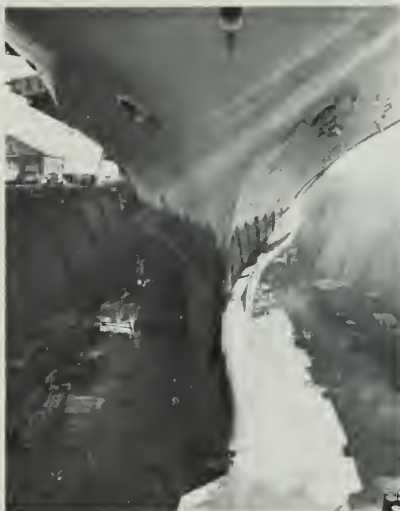
When I reach the 30-year mark for retirement (including Fleet Reserve), will I be allowed to draw E-9 retired pay, or must I retire in the highest grade held (CWO-2)?

Will my having been on saved pay at one time affect my retainer or retired pay?—B. L. H., CWO-2, USN.

• To take last things first, having been on "saved pay" will have no bearing on your retired pay. In reply to your other questions, it appears you are home free.

When you revert to enlisted status, you revert to your permanent grade—E-9. When you transfer to the Fleet Reserve, your retainer pay is based on your enlisted grade.

When you complete 30 years for retirement, including your time in the Fleet Reserve, you can go either way.



BOW SHOT of USS Hancock (CVA 19) shows the carrier high and dry, as she undergoes overhaul in dry dock.

You will be advanced on the list to CWO-2, but may, if you elect to do so, be restored to your permanent enlisted grade.

A glance at the pay chart will show you that it is advantageous for you to revert to enlisted status. An E-9 with over 26 years of service receives nearly \$100 a month more in base pay than a CWO-2. A tidy difference when figuring retainer and retired pay.—ED.

About That ADCOP Cutoff Date

SIR: As I see it, I have been denied the benefits of the Associate Degree Completion Program (ADCOP) by 23

words of a change to BuPers Notice 1500.

These all-important words are, "... may only be initiated by qualified personnel who have reenlisted since 1 Mar 1967 or whose EAOS is prior to 31 Aug 1968."

Before this change was made, I qualified for the Fiscal Year 1969 ADCOP Class in every respect. Even now, I am perfectly willing to extend or reenlist to meet eligibility requirements therefor. I can't understand the need for an arbitrary 1 March cutoff date.

What's the reason for this change? Neither my personnel officer nor my Educational Services Officer could give me a clue.—J. W. A., AGI, USN.

• There are three reasons for the ADCOP eligibility time frame: The Bureau of Naval Personnel wants to offer the Associate Degree Completion Program as a reenlistment incentive. It also wants a measuring device with which to evaluate the program and, because of this evaluation, it wants to limit the number of ADCOP applicants during the evaluation period.

To avoid a possible misreading of the change to BuPers Inst 1500, we will rephrase it: Qualified Navymen may apply for the FY 1969 ADCOP class under two conditions: They must have reenlisted after 1 Mar 1967 or their active obligated service must end before next August 31.

This doesn't necessarily mean that you will be penalized simply because BuPers is evaluating the program. Those who are prevented from entering the FY 1969 ADCOP class should become eligible for the FY 1970 or a later class.

The requirements for the FY 1970 ADCOP class will soon be published in



MODERN TECHNIQUES are used for training Navymen in service schools.



ALL IN A DAY'S WORK—Members of a Navy Underwater Demolition Team attach explosive charges to a beach obstacle during amphibious operations.

a BuPers Notice. It is reasonable to assume that the notice will cover the situation in which you now find yourself.—ED.

Big Horn Was Q-Ship

SIR: A shipmate, who once served aboard *uss Big Horn* (IX 207), formerly AO 45 during World War II, claims this ship and other so-called "Q-ships" (disguised merchantmen) were an effective submarine weapon of the U. S. Fleet.

I disagree. It seems to me I read somewhere that this type ship proved to be of little value to the U. S. antisubmarine effort; however, our allies had some success with them. Would you please enlighten us with a brief history on *Big Horn* and perhaps her sister ships?—K. D. H., ENC, USN.

• Perhaps some other word than "effective" might be better. According to one reliable source on the history of U. S. naval operations in World War II, no U. S. Q-ships were credited with sinking any enemy submarine. However, British Q-ships were credited in World War I with a number of submarines destroyed.

Q-ship crews of World War II were noted for patrolling in hazardous waters, but their value as an antisubmarine weapon has apparently been somewhat overrated.

While the presence of Q-ships undoubtedly served as a deterrent, there is no quantitative measure of their value. Their use has been cited by one noted historian as "... one of the least successful of all methods adopted to fight submarines."

The British Q-ships of World War I, as already mentioned, did score some

early successes, sinking 11 German U-Boats. But once the element of surprise was lost, so was their effectiveness. Three Q-ships were lost in one week in August 1917, and their type was then discontinued.

In World War II *uss Big Horn* was one of several merchant ships to be commissioned as a Q-ship by the Navy in the early part of the conflict.

Among the others was *uss Atik* (an AK), sunk by a U-boat three days out of Norfolk while on her shakedown cruise in March 1942. Another was *uss Asterion*, now a member of MSTs with hull number T-AF 63. She served as a Q-ship between March 1942 and October 1943, after which she was assigned weather patrol duty in the Atlantic. Formerly the *ss Evelyn*, *Asterion* was a sister ship of *Atik*. Both were cargo ships operated by a steamship company out of New York City before the war.

Like most Q-ships, *Big Horn* was also formerly a merchant tanker, *ss Gulf Dawn*. And like her sister ships, she was equipped with depth charge launchers as an answer to the Nazi strategy of concentrating their attacks on tankers. She completed her shakedown in late August 1942 and saw her first action in May the following year.

Under the command of Commander J. A. Gainard, *Big Horn* joined forces with a pack of PC boats—submarine chasers—and attacked two undersea contacts with depth charges for four hours. Later that day an oil patch was visible over a wide area of the attack zone and it was presumed, but never confirmed, that one submarine had been destroyed and that another had moved out of the area.

Early in her Navy career, *Big Horn*

operated out of Trinidad, B. W. I., along an aluminum ore route. Later she traveled in convoy between Trinidad and Norfolk before becoming a regular unit of a PC task force. In mid-summer 1943, she became flagship of Chaser Group 21.8, remaining in this capacity until January 1944. Her group covered the area north of the Azores and as far south as the latitude of Dakar, Senegal, then a part of French West Africa.

During one five-day period in November 1943, *Big Horn's* group was in the midst of a pack of 10 to 15 German submarines. The tanker's commanding officer reported that nine contacts, sightings or attacks on the U-Boats were made just within her immediate vicinity. He believed that the German raiders were wary of attacking an independent tanker and because of the presence of *Big Horn* many other independent merchant ships in the area escaped attack.

When *Big Horn* completed her last chaser cruise she was assigned to the U. S. Coast Guard and placed on weather patrol duty in the North Atlantic. Early in February 1945, her designation was changed from AO 45 to IX 207 (miscellaneous) and she was assigned to the Western Pacific where, after the war's end, she operated in Japanese waters as a tank supply vessel.

On 22 Nov 1946, *Big Horn* was stricken from the Navy's roster and transferred to the Maritime Commission at Beaumont, Tex.—ED.

Origin of Aiguillettes

SIR: As a Flag Lieutenant, I have been told many stories by various senior officers concerning the origin and early function of the aiguillettes worn by an admiral's aide.

To set the record straight, could you tell me how the practice of wearing decorative cords around the shoulder originated? Were there ever pens tied to the ends, as many people claim?—A. E. T., LT, USNR.

• If there were, the occasion was probably a costume party.

The word *aiguillette* means a small needle, and is the tag which covers the ends of cord, such as those of a shoestring. By extension, the term also refers to any ornamental studs, cords, or pins.

In his book *Uniforms of the Sea Services*, Colonel Robert H. Rankin informs us that the *aiguillette* was never a cord and pencil (or pen) worn by generals and staff officers for writing dispatches.

Nor was it a rope carried over an aide's shoulder to hobble the general's horse.

Nor was it a hangman's noose.

It was, COL Rankin says, a term originally referring to the lacing used

to fasten plate armor together—particularly the lacing supporting the arm defenses. A knot or loop arrangement was used, which sometimes hung down from the shoulder. It is evident that for such use, pointed tabs would be placed on the ends of the lacing to facilitate threading and to hold the knot. Hence, the term *aiguillette*.

Aiguillettes were added to the uniform of the U. S. Navy in 1907 to be worn by naval aides to the President and the Secretary of the Navy. Their design was undoubtedly copied from those already worn by officers of other countries.—Ed.

Michigan Becomes First Wolverine

SIR: I have been looking in vain for additional information on *uss Michigan* which, I understand, was the Navy's first ironclad ship.

As I get the story, she was built at Erie, Pa., in 1843, and could still be seen in Erie's harbor as late as the 1930s.

I have also heard that she was sunk in 1956. If this is true, can you tell me how and where she was sunk? What happened to her?—L. G. H., BTC, USN.

• According to our good friends in the Division of Naval History *Michigan* was, indeed, the first iron warship built for the U. S. Navy. The other details you cite are, we regret to say, only approximate.

Her construction was approved on 9 Sep 1841 and she was placed in commission on 29 Sep 1844. She wasn't sunk in 1956, unless the city of Erie to which she was loaned in 1927, decided to deep-six her at that time.

A slight technicality is involved in her origin. The actual construction was begun at Pittsburgh, where her plates, frames and many other iron parts were made, then transported to the port of Erie, Pa., for assembly. She was actually launched at Erie.

Michigan cruised the Great Lakes during the ice-free months, wintering over at Detroit, Erie or Buffalo.

During the Civil War, *Michigan* protected the lake borders from attempted raids and curbed the smuggling of arms by Confederate agents from Canada to the United States.

In 1866, she participated in a brief action which helped preserve the neutrality between the United States and Canada. At that time, she was called upon to check the movement of a self-appointed and unofficial group in the United States, known as Fenians, whose purpose was to invade and capture Canada.

A group of more than a thousand Fenians did succeed in crossing the Niagara River at Buffalo, but *Michigan* and two tugs operating as picket boats intervened, preventing reinforcements from joining the main force in Canada.

Cut off from their reserves, the

Fenians in Canada retreated under British attack across the Niagara River to the United States where *Michigan's* captain took them into custody.

On 17 Jun 1905, *Michigan's* name was changed to *Wolverine* so the name *Michigan* could be assigned to the battleship under construction.

Under the name *Wolverine*, the ship was placed in reserve on 7 Jun 1911 and, on 6 May 1912, was decommissioned and turned over to the Pennsylvania Naval Militia at Erie.

During World War I, *Wolverine* was again active as a training ship for Navy recruits at Great Lakes. After the war and until 1924, she was sailed by Navy trainees on cruises in the Great Lakes.

On 12 Mar 1927, *Wolverine* was stricken from the Navy list and loaned to the city of Erie to be kept as a relic. Her how has been preserved and, for anything we know to the contrary, is still there.

There was also another *Wolverine* which may have confused your research on the first ironclad. She was the IX 64 and she sailed Lake *Michigan*. Far from being the type of ship implied by the term "ironclad," she was originally ss *Secandbee*, a luxury coal-burning steamer built in 1912.

She did, however, hold the distinction of being the only paddle wheel, steam-driven, coal burning, aircraft carrier in the U. S. Navy and perhaps the world. She might be considered unique.

Commissioned in 1942, she provided operational flight training for student pilots from Glenview, Ill., one of several training stations for naval aviators. The story of this *Wolverine* is told in the April 1960 issue of *ALL HANDS*.

When IX 64 was decommissioned in 1945, she was sold for scrap.—Ed.

Property Pass

SIR: I've observed that use of the property pass (S and A form 155) varies with commands. My ship has no clear reference with regard to how and when to use the form. Specifically, which items of property need passes? Under what circumstances should use of the property pass be enforced?—D. E. G., CDR, USN.

• The use of the property pass is discretionary with the commanding officer of the activity, so we suggest you ask your commanding officer, or, if you happen to be a commanding officer, decide for yourself when and how the property pass is to be used at your command.

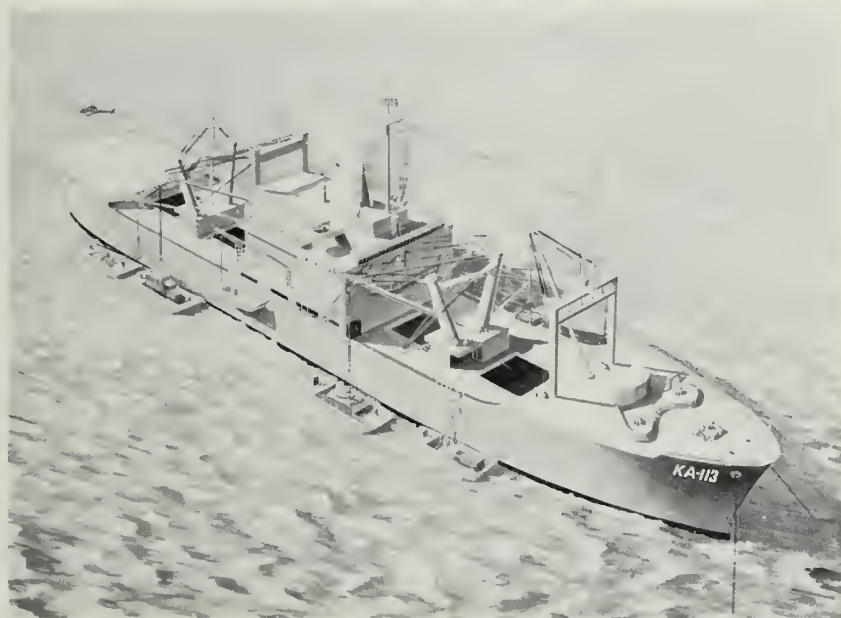
Specifically, the Supply Manual states in article 25133 that "use of the property pass (S and A form 155) . . . will be at the discretion of the commanding officer."

If you want some guidance by example, you might note that many Navy Department offices in Washington, D. C., require use of a similar pass whenever government property is removed from a building. The pass must be signed by the security officer of the activity concerned.

Similar procedures are followed by other government activities and at many commands, often depending on the type of material available.

Again, however, it's left to COs to decide on the property pass regulations best suited for their individual commands.—Ed.

SOMETHING NEW—Artist's conception shows *Charleston* (AKA 113), the first of a new class of attack cargo ships. The new design will provide maximum combat vehicle and cargo lift capability as well as greater speed.



Rainbow No Ephemera

SIR: My father was in the Navy from 1920 to 1924, during which time he served in *uss Rainbow*, a submarine tender, that operated primarily out of Subic Bay and Cavite, Philippine Islands.

I recall his stating that this ship was a derelict before being placed in commission by the Navy. Is this so?—G. L. J., SKCM, USN.

• *Rainbow* was born outside the naval province, it's true, but if she were here today, she would certainly take offense to being referred to as a derelict.

Actually, she was constructed at Sunderland, England, in 1890, as the merchantman *Norse King*. Eight years later, during the Spanish-American War, she was purchased on 29 June by the United States and transferred to the New York Navy Yard to be fitted out.

Rainbow displaced 4360 tons, her length stretched 351 feet, 10 inches, her beam read 41 feet wide, and she drew 17 feet, two inches of water. Her top speed registered 12 knots, her armament consisted of six 6-pounders and six 1-pounders, and her crew numbered 299. From all appearances, she must have reflected a splendid image in her time.

Commissioned on 2 Dec 1901, the sub tender received her first assignment with the Asiatic Fleet which she joined on 3 Apr 1902 after traveling via Gibraltar and the Suez Canal.

She remained for many years in Philippine and Chinese waters, showing the American flag and protecting the United States' interests against the periodic turmoil which characterized the times. Annually she circuted among various ports in the Philippines, making occasional visits to Hong Kong, and calling at Japanese ports.



HEAD ON—Six eight-inch guns are in the ready position as *USS Canberra* cruises off coast of North Vietnam.

Periodically, she served as flagship for Commander, Philippine Squadron, Asiatic Fleet, under whose orders she sailed, and conducted exercises.

A highlight of her career came in the late fall of 1907 when she carried then Secretary of War William Howard Taft (who a year later became the 27th U. S. President) on a goodwill tour to Vladivostok, Siberia (USSR).

After 12 years with the Asiatic Fleet, *Rainbow* left Lingayen Gulf on 18 Jul 1914 and set course for Hawaii. Following a brief stay there she proceeded to San Francisco where she arrived on 24 November and subsequently was placed out of commission on 23 December at Mare Island.

Rainbow's career was not quite ended, however, as she was recommissioned on 29 Jan 1916 and assigned in a reserve status as the receiving ship at San Francisco on 4 February.

Her final active commissioned service commenced on 9 Mar 1918 and extended to 11 Jul 1925. During World War I, she operated as a convoy ship, transport and mother ship for submarines in the area of her initial stomping grounds—the Philippines.

By 1928, *Rainbow* had returned to the U. S. where she was decommissioned for the last time at the Philadelphia Navy Yard and stricken from the Navy register on 26 June. On 13 Sep 1928 the 38-year-old ship was sold for scrap.—Ed.

Boat Pennant

SIR: Here's one our boatswain's mates couldn't agree on and still aren't sure about after reading much literature on the subject. Is it correct to fly a commissioning pennant from a Navy boat for an officer of another branch of the military who has a command but is not of flag rank?—C. D. W., LTJG, USN.

• No, it is not correct. Navy Regulations (Article 2162) states that "Flags or pennants of officers not eligible for command at sea shall not be displayed from ships of the United States Navy."

Since officers of the other military services are not considered by Navy standards to be eligible for command at sea, no flag or pennant would be flown from a naval ship or craft to indicate the presence on board of such an officer.

Navy Regs states in Article 2179 that staffs for the National Ensign shall be fitted at the peak with a flagstaff insignia appropriate for the rank of the officer as compared with naval ranks. Therefore, the only distinguishing mark on the boat to indicate an officer of another service would be the ornament atop the flagstaff.—Ed.

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HELPING OUT—Navy transport delivers bread for Sicilian quake victims. *Rt*: NAF volunteers unload boxes of clothes.

Helping Hands in Sicily

AS A RESULT of the earthquakes in Sicily this winter, considerable numbers of people were left homeless and hungry. Navy units in the vicinity were quick to respond.

A C-130 *Hercules* from Transport Squadron 24 delivered 20,000 pounds of meat and bread to the earthquake victims, at the request of officials in Naples.

Planes from the Naval Air Facility at Sigonella, Sicily, flew 2000 pounds of clothing and 400 gallons of fresh

milk to the disaster area. Captain John Fox, the base commander, and some 30 other Navymen donated blood.

A Navy HU-16 helicopter and a forklift truck and driver were sent to Trapani to unload emergency supplies.

In a one-day drive, U. S. military schoolchildren in Naples collected several thousand pounds of clothing to be distributed to the disaster victims in Sicilian quake area.

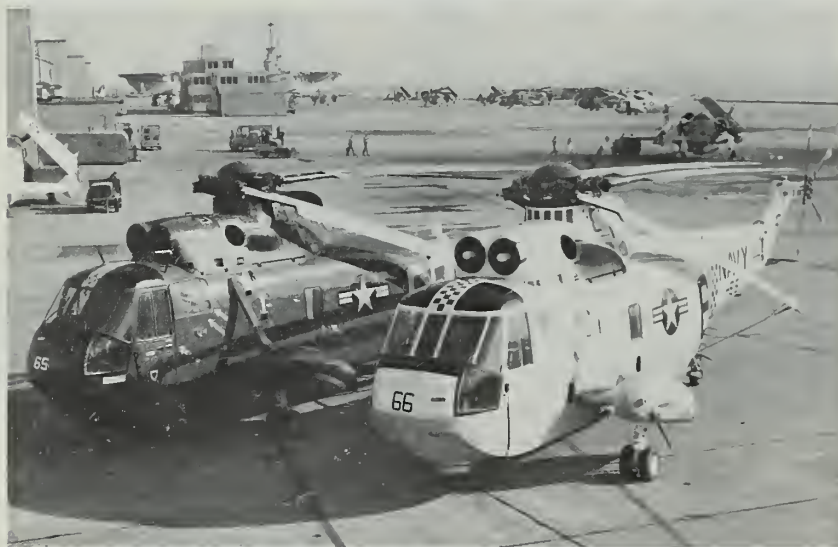


BAD DAY—Aerial photo shows damage to Gibellina area. Above: Naples schoolchildren bring in clothes for Sicily.



APRIL 1968

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



WHITE WHALE—The Navymen of Helicopter Antisubmarine Squadron Five are flying SH-3A *Sea King* helicopters sporting new white and gray paint job.

Grande Island Visited Again

Low-budget Navy pleasure seekers have found their "Island in the Sun." It's Grande Island, at Subic Bay in the Philippines, where for as little as \$.35 for overnight accommodations resting Navymen can enjoy a tropical climate and a variety of recreational facilities.

Grande Island sits in the entrance to Subic Bay Naval Base, where it once held gun emplacements to protect the harbor. After World War II, it was considered obsolete, and was deserted by a modern U. S. Navy.

Then came the Vietnam buildup, and work began in the early 1960s to convert Grande Island from an obsolete fortification to a modern resort for recuperating Navymen. (See *ALL HANDS*, June 1966, p. 11.)

Woods and brush were cleared to make way for grassy athletic fields, picnic areas and a nine-hole golf course. Old structures were remodeled, and became the Grande Plaza Hotel, Casa Isla Grande Club, Grande Island Theater, and the snack bar/recreation building.

Cottages were erected for overnight guests. Tennis, basketball and volleyball courts were constructed. Barbecue pits were added for amateur chefs.

The fine, white sandy beaches were already there, but to increase the enjoyment of their use a bath house and beach huts were built, and a swim float and buoys for waterskiing set out in the water. A fresh water swimming pool was added to provide a welcome change from the sea.

Visitors to Grande Island began arriving from the Subic Naval Base via regularly scheduled boats in March of 1966. They've been opting for their ration of fun in the sun ever since. —H. P. Buscher, SN, USN.

Depth Tests

The Navy has tested advanced electronic navigational equipment designed for use in deep-diving search and rescue vessels which are being developed.

Two types of equipment were tested. One employs a network of acoustic beacons for relaying data to a computer which can then pinpoint an ocean-bottom position.

The second system uses a doppler sonar, gyro compass and plotter to determine a ship's speed over the bottom.

The tests were by the *Aluminant*, a commercially owned craft, in waters off the Virgin Islands.

Great White Whale

At first sight of the white and light gray helicopter, it might appear that the Coast Guard had invaded the Quonset area with their white rescue helicopters. Closer observation will reveal that it's the new white and light gray color scheme that Progressive Aircraft Rework (PAR) is painting on all the SH-3As. Helicopter Antisubmarine Squadron Five has the distinction of being first to receive the new light-colored helicopter.

Quickly dubbed the "Great White Whale," by the men of HS-5 the helicopter, along with the new paint job, has undergone other changes. One of these changes is new sound-proofing, which includes a sound-proof door between the crew's compartment and the after compartment. This will decrease the noise level within the aircraft and will also improve crew comfort during the winter months.

The twin jet SH-3A *Sea Kings* were received by Helicopter Antisubmarine Squadron Five in 1963. HS-5 is an integral part of Antisubmarine Air Group 54.

New Construction

The flow of champagne and brand-new commissioning pennants has been considerable recently, during launching and commissioning ceremonies in a number of cities.

Now enjoying the status of full-fledged members of the commissioned Fleet are:

- The nuclear powered attack submarine *USS Lapon* (SSN 661), commissioned at Newport News, Va. *Lapon* is 292 feet long, 31 feet wide, and displaces 4100 tons fully loaded. Like the other SSNs, her armament includes four 21-inch torpedo tubes and *Subroc*.

- The attack submarine *USS Haddock* (SSN 621), at Pascagoula, Miss.

Haddock is the second sub to bear the name. The first *Haddock* (SS 231) made 13 war patrols during World War II.

The new nuclear powered sub

displaces 4300 tons, is 278 feet long and 31 feet wide.

- *uss Pargo* (SSN 650), recently commissioned at Groton, Conn. Also a nuclear powered attack submarine, she is 291 feet long, 31 feet wide. She displaces 4600 tons.

- The amphibious transport dock *uss Dubuque* (LPD 8), commissioned at Norfolk, Va. *Dubuque* is 570 feet long and displaces 16,900 tons fully loaded.

One of the newest type of amphibious ship, *Dubuque* can carry combat troops and their equipment, as well as helicopters and landing craft.

Recent launchings include:

- The nuclear powered attack sub *Narwhal* (SSN 671), launched at Groton, Conn.

Narwhal is 314 feet long, with a beam of 33 feet. Fully loaded she displaces 4700 tons.

- Launched at Pascagoula, Miss., was the nuclear powered attack sub *Aspro* (SSN 648). A *Sturgeon* class submarine, *Aspro* is 291 feet long, has a 31-foot beam, and displaces 4600 tons submerged.

She is the second submarine to be so named. The first *uss Aspro* (SS 309) made eight combat patrols in the Pacific during World War II.

- The submarine tender *L. Y. Spear* (AS 36), at Quincy, Mass. The ship is the first of a new class designed specifically to service nuclear attack submarines.

L. Y. Spear is 644 feet long, 85 feet wide, and displaces 22,640 tons fully loaded. Her crew will consist of approximately 1440 Navymen.

- The tank landing ship *Newport* (LST 1179), launched at Philadelphia Naval Shipyard. *Newport* is the prototype of a new class of LST, characterized by a much higher

speed than any of her predecessors, and also greater combat vehicle capacity.

She has an over-all length of 522 feet, and a beam of 69 feet. Her crew will number approximately 610.

- Launched in a dual ceremony with *Newport* was the amphibious assault ship *New Orleans* (LPH 11).

New Orleans is an *Iwo Jima* class amphibious assault ship. She will be manned by approximately 590 Navymen, and will be able to accommodate nearly 2000 men in her combat troop spaces. She is designed to carry 20 transport helicopters in her 592-foot-long, 104-foot-wide hull.

- The ammunition ship *Santa Barbara* (AE 28) was launched at Sparrows Point, Md.

Santa Barbara is the third of a new class of ammunition ship. She will have the most modern transfer-at-sea facilities, including a helicopter for distant replenishment and four transfer stations equipped with Fast Automatic Shuttle Transfer (FAST) for missile and missile component transfer. She is 564 feet long, has a beam of 81 feet, and a displacement of 20,500 tons when fully loaded.

The veteran repair ship *uss Sphinx* (ARL 24) was recommissioned at New Orleans, La. This is the third time around for *Sphinx*. She was first commissioned 10 May 1945, served in the Pacific repairing landing craft which were to be used to bring men and materials back to the United States. *Sphinx* was placed in reserve out of commission in January 1946, then returned to active duty in November 1950 to support amphibious forces in Korea.

She has been reactivated to provide repair facilities for the small river and coastal patrol craft operating in South Vietnam.



WHERE DOES IT ALL GO—A young visitor aboard *USS Norfolk* (DL 1) takes a close but cautious look at the business end of the ship's anchor during a visit to Calao-Lima. — Photo by C. R. Elliott.

As these ships are welcomed into the Fleet, several others are facing the quiet days of decommissioned status:

- The 23-year-old escort ship *uss Thaddeus Parker* (DE 369), was towed to the naval shipyard in Philadelphia, Pa., for scrapping.

Commissioned 25 Oct 1944, *Thaddeus Parker* steamed 83,000 miles during World War II protecting convoys in the Pacific. She was decommissioned 31 May 1946, but returned to active service in 1951. After a few years with ASW forces of the Atlantic Fleet, she began in



NAVY REPRESENTATIVES from many countries gave United Nations touch to an assembly of students attending Naval Schools Command at Treasure Island. Student navymen were welcomed aboard by CAPT S. J. Robinson, Jr.



INSTANT CAUSEWAY — Support equipment is unloaded from *Jerome County* (LST 848) onto floating roadway.—Photo, R. Benjamin, JO1.

1957 to serve as a training ship for Naval Reservists. During the Berlin Crisis, *Thaddeus Parker* and her crew of Reservists were called to active duty and served from 2 Oct 1961 to 1 Aug 1962. Since that time she has served as a Reserve training ship operating out of Bayonne, N. J.

- The dock landing ship *uss Lindenwald* (LSD 6) has also been decommissioned and sold for scrapping. Her naval career spanned 24 years. Commissioned 9 Dec 1943, *Lindenwald* saw combat duty in the Pacific, participating in amphibious operations at Kwajalein, Emirau, Saipan, Lingayen Gulf, and Okinawa.

Several mementos of *Lindenwald's* career have been earmarked for display at the ship's namesake, "Lindenwald," the New York home of President Martin Van Buren.

- The attack transport *uss Henrico* (APA 45), was decommissioned at Bremerton, Wash. *Henrico* was constructed as *ss Sea Darter* for the Maritime Commission in 1943. She was acquired by the Navy, renamed, and converted to an attack transport.

Henrico has retired after serving in World War II, the Korean conflict and Vietnam operations.

- *uss George Clymer*, the Navy's

oldest attack transport, has been decommissioned at San Diego.

George Clymer was the first attack transport to take part in World War II. She was commissioned 15 Jun 1942. During her World War II career, she steamed over 162,000 miles, transported over 46,000 troops, and cared for more than 2600 casualties.

She also saw action in the Korean conflict, landing troops at Pusan, Inchon, Wonsan, and Hungnam. In June 1964, *George Clymer* made the first of her two deployments to WestPac to take part in Vietnam operations. She ended her second cruise in September 1966 when she returned to San Diego to serve as flagship of Amphibious Squadron Three until the decision came to decommission her, strip her of useful equipment, and sell her for scrap.

Four-Legged Seal Trainee

Dogs don't earn Army parachute wings. Usually.

Silver, a German shepherd with Navy's Seal Team II, is the exception.

Parachutist wings were awarded here recently to two-and-one-half-year-old, 62-pound Silver, the first Navy dog to complete his fifth jump, qualifying for the award.

Silver is training with the Navy's Sea-Air-Land Team of the Atlantic Fleet Amphibious Force.

The award culminated 16 weeks of

training at the Army Canine Corps School, Fort Benning, Ga., with Quartermaster Third Class Dewayne G. Schwalenberg. Previous to jump school, Silver was trained in basic obedience, patrol, attack, booby-trap detection, scouting, and helicopter rappelling.

To make a jump, Silver is fitted with a specially made harness. Schwalenberg then attaches Silver's harness to a harness he wears, and Silver hangs at his side during descent. Two hundred feet above the ground, Silver is lowered on a 20-foot line, and at the last moment, Schwalenberg pulls up on the line to cushion the landing shock for the dog.

Silver has already proved himself intelligent in his own right. During one jump, Schwalenberg was stymied by a particularly hard landing. His chute failed to collapse, caught some wind, and began to drag him. Silver quickly jumped on the chute, collapsing it and saving his master from possible injury. This was not included in Silver's training.

Silver may soon have Navy parachutist wings as well. SEAL Team II is planning to take him on five more jumps, qualifying him for Navy wings, which require 10 jumps.

Although the program is still in the experimental stage, two SEAL dogs that have served in Vietnam have proved themselves valuable to the mission of the SEAL team.

SEALS SCRAMBLE ashore from an LCM for mission in Vietnam. SEALs are trained for air, land or sea combat.—Photo by L. R. Robinson, PH1, USN.



Well-Bottled Ships

Model shipbuilding is a hobby enjoyed by many Navymen, but only the most skilled put them together in glass bottles. One Navyman who has mastered the build-a-ship-in-a-bottle technique is Chief Construction Electrician Terry L. Smith of NAS Atlanta, Marietta, Ga.

Chief Smith has built models of sailing ships in glass containers ranging from a flashlight bulb to a five-gallon jug.

Describing the hobby, he says skill is only part of it; that the main requirement is patience. "For example," he said, "the five-gallon jug model was an 18-month project which took me 200 hours at the work-bench."

How is it done?

"Mainly through prefabrication," says Chief Smith. "I first design a model and carve the hull out of a block of mahogany. I use only raw materials and build according to my own specifications.

"I split the hull into sections that will fit through the bottle neck, and then reassemble the whole thing inside the bottle with my special tools."

Chief Smith developed his own tools and instruments, which include a probe for tying knots on the ships' rigging.

"I first became interested in the hobby about 10 years ago when I saw a magazine advertisement that featured such a model. My curiosity led me to experiment with ship models and bottles, and I'm proud to say I developed my own techniques."

Fun and/or profit?

"None of my models are for sale. I have given some to friends and relatives, but mainly it's a matter of having found a hobby I particularly enjoy." —C. A. Bryant, JOC, USN

Welcome Home, Daddy

Welcome home celebrations have been numerous recently in cities which serve as major home ports. Tying up at Pacific coast piers were:

- The amphibious transport dock *uss Duluth* (LPD 6), back in San Diego after an eight-month WestPac deployment.

Before she joined amphibious units off the coast of South Vietnam, *Duluth* called at Perth, Australia, to



GLASS-BOUND NAVY—Master bottled-ship builder Terry L. Smith, CEC, of NAS Atlanta designed own tools for intricate job. Can you find third ship?

participate in the 25th anniversary of the Battle of the Coral Sea.

- *uss Washtenaw County* (LST 1166), home after a three-month deployment in the combat zone. The tank landing ship covered almost 12,000 miles during her deployment with the Seventh Fleet.

Some of her commitments carried her 120 miles deep into the Mekong Delta, and she also operated between Da Nang and the Demilitarized Zone (DMZ), serving in a logistic supply role for units ashore.

Washtenaw County also engaged in three days of difficult typhoon evasion, as typhoon Emma intercepted the Ready Group during their Subic upkeep period.

- The Fleet oiler *uss Mispillion* (AO 105) returned to her Long Beach home port after seven months in WestPac refueling carriers and gunfire support ships of the Seventh Fleet.

It was reportedly a record-breaking deployment for *Mispillion*. She had 511 ships alongside, fueling 471 of them. She transferred 71.7 million gallons of fuel.

- The San Diego-based amphibious helicopter carrier *uss Tripoli* (LPH 10), after eight months in WestPac.

During the deployment, *Tripoli* launched eight assaults against enemy forces near Da Nang, Phu Bai, Hue, Cam Lo, and the DMZ. In her first combat action, *Tripoli* launched Marine-laden helos to

spearhead operation Beacon Torch. After the Marines were put ashore, the assault ship stood by off the coast to provide supplies, ammunition, and a quick means of evacuation for wounded men.

Tripoli provided similar services in operations Beaver Track, Bear Chain, Kangaroo Kick, Belt Drive, Fortress Sentry, Formation Leader, and Badger Hunt.

During her deployment, *Tripoli* steamed 36,000 miles and recorded more than 7800 landings on her flight deck. She also made more than 1100 medical evacuations of wounded Marines.

In each amphibious operation *Tripoli* transported a daily average of 120 tons of combat supplies and equipment to the forces ashore.

- The San Diego-based tank landing ships *uss Outagamie County* (LST 1073) and *Polk County* (LST 1084), ending a seven-month Vietnam deployment.

During their time in Vietnam, *Outagamie County* and *Polk County* transported logistic material from the Naval Support Activity, Da Nang, to Chu Lai, Duc Pho and Cua Viet.

- The attack transports *uss Magoffin* (APA 199) and *Pickaway* (APA 222), the attack cargo ships *Skagit* (AKA 105) and *Winston* (AKA 94), and the dock landing ship *Catamount* (LSD 17), all to San Diego.

During their deployments with the Seventh Fleet, the amphibious

ships made strategic lifts of men and supplies between various ports in the Western Pacific. They also took part in Operation Schoolhouse Lift and Exercise Sea Dog. In Schoolhouse Lift, U. S. Navy ships transported more than 1600 prefabricated units to remote villages in the Philippines. Sea Dog involved ships from SEATO nations and took place in the South China Sea and the Gulf of Siam.

- *uss Okinawa* (LPH 3), the helicopter assault carrier, returned to San Diego after her first deployment to WestPac. She transferred from the Atlantic Amphibious Force early last year and shortly thereafter steamed to South Vietnam, where she took part in nine amphibious assaults.

En route to join the Seventh Fleet, *Okinawa* answered an SOS from the Panamanian freighter *Silver Peak*. The freighter had run aground on a reef near Minami Ko Shima, an island about 100 miles northeast of Taiwan. Using two of her helos, the LPH rescued the freighter's 38 crewmen.

While deployed to WestPac, *Okinawa* served as flagship of Amphibious Ready Group Alfa. She also supported an embarked helicopter squadron and the major elements of a reinforced battalion landing team almost continuously in the combat zone.

Okinawa's medical department personnel were kept busy during the deployment, handling more than 1100 battlefield casualties in the ship's sick bay.

Deployments have also ended for the following Atlantic Fleet ships:

- The Norfolk-based ammunition

ship *uss Diamond Head* (AE 19), home after a nine-month deployment in WestPac.

Diamond Head steamed some 64,000 miles while conducting 200 underway replenishments and delivering 12,000 tons of rockets, bombs, and shells. She also transferred more than 29,900 pounds of U. S. mail to 143 ships in WestPac.

- The destroyers *uss DuPont* (DD 941), *New* (DD 818), and *Eaton* (DD 510), also back in Norfolk, after seven months in WestPac. The three DDs are units of Destroyer Squadron 22. Their missions while deployed included rescuing downed pilots in the Tonkin Gulf; providing naval gunfire support to allied forces along the coast of South Vietnam; providing lifeguard services for carrier operations; shelling North Vietnamese artillery positions north of the 17th parallel, and anti-submarine patrol.

More than 32,500 rounds were fired from the guns of the three destroyers. *DuPont* accounted for 20,775 rounds; *New*, 6750; and *Eaton*, 5005.

- The do-everything carrier *uss Intrepid* (CV 11) is back in Norfolk after an eight-month deployment off the Vietnam coast.

By designation, *Intrepid* is an antisubmarine warfare carrier, but she traded her helos and ASW aircraft in 1966 for A4 *Skyhawk* jet attack planes, F8 *Crusader* jet fighters, and A1 *Skyraider* bombers.

Intrepid began her deployment with a trip to the Mediterranean. After a short stay, she steamed through the Suez Canal into the Red Sea and headed east. *Intrepid* was the last U. S. warship to transit the

canal before it was closed and the Israeli-Arab war began.

When *Intrepid* reached the combat zone, targets of her pilots were bridges, warehouses, railroad lines, and highways. Specifically, the targets included the Ben Thuy and Hon Gai thermal power plants, which were destroyed; the Ban Ven Nham army barracks and *Sam* missile storage area; the Port Wallut naval base, and Haiphong's Kien An *Mig* base.

Intrepid's Air Wing 10 pilots knocked out four of the five major bridges fanning out from Haiphong and a bypass bridge built to substitute for a major bridge. The Air Wing's four attack squadrons delivered over 5000 tons of ordnance against North Vietnam during the ship's stay on Yankee Station.

- Home from the Mediterranean are the carrier *uss Saratoga* (CVA 60), after seven months, and the destroyers *Jonas Ingram* (DD 938), *Power* (DD 839), *Noa* (DD 841), *Meredith* (DD 890), *Stribling* (DD 867), and *Harwood* (DD 861), after a five-month deployment. The ships are homeported in Mayport, Fla.

Navymen Like Collett

uss Collett (DD 730) was recently cited by Admiral Roy L. Johnson, usn (Ret), for retention of enlisted personnel during fiscal year 1967. At the time ADM Johnson was on active duty, serving as Commander in Chief, U. S. Pacific Fleet.

The commanding officer and all hands of the Seventh Fleet destroyer were commended "for their outstanding achievement in the field of

GOLDEN SHIPS—*USS Pine Island* (AV 12) and *USS Bryce Canyon* (AD 36) among ships having earned Golden "E."



enlisted retention . . . and for the leadership and effective shipboard organization which this accomplishment reflects."

During fiscal year 1967 *Collett* had a first-term reenlistment rate of 57 per cent and a career reenlistment rate of 78 percent—a combined rate of 65 per cent. Not only was this the second highest reenlistment rate for any single ship of Cruiser-Destroyer Force, Pacific, but it was also nearly three times the average of all ships within CRUDESPAC. *Collett* also had the highest relative improvement rate of any ship in the command, with an increase of 47 per cent over fiscal year 1966.

The commanding officer of *Collett* is Commander J. R. Kearny, USN. The ship is a unit of Destroyer Squadron Nine, which is commanded by Captain C. F. Helme, Jr., USN, and is homeported in Yokosuka, Japan.

Meet HMAS Brisbane

A third guided missile destroyer built in this country for the Australian Navy has been placed into commission. She is HMAS *Brisbane* (D41), named after the capital city of Queensland, Australia.

The ceremonies, held 16 December at the Boston Naval Shipyard, were attended by the Australian Ambassador to the United States and the U. S. Chief of Naval Operations.

Equipped with long range search and fire control radars, coupled with a *Tartar* missile system, *Brisbane* will serve as an antiaircraft ship. In addition, she has an antisubmarine system consisting of long range sonar, torpedoes and the British-developed *Ikara* antisubmarine rocket system. She also has two 5-inch rapid fire gun mounts for shore bombardment.

Brisbane's 435-foot hull and 47-foot beam displaces about 4500 tons when fully loaded. She is powered by two steam turbine engines capable of producing 70,000 shaft horsepower.

D41 is the second Royal Australian Navy ship to bear the name *Brisbane*. The first, a 5400-ton cruiser, was launched in Sydney in September 1915, but she saw no action in either world war. The cruiser did, however, serve in the Mediterranean Sea, the Indian Ocean, the South Pacific and the Far East before she was scrapped in England in 1936.

No Hangup at Fox's Pad

Originally designed to operate small antisubmarine drone helicopters, the new guided missile frigate USS *Fox* (DLG 33) also handles

UH-2 *Seasprite* and SH-3 *Sea King* helicopters assigned the Navy's Search and Rescue forces supporting the air effort over North Vietnam.

During the course of *Fox's* five months' service with the Seventh Fleet, 491 helicopter landings were made aboard *Fox* and her flight deck crew pumped 94,018 gallons of fuel into parched helos either on deck or hovering alongside.

Fox, advertising as the North Tonkin Service Station, provided a variety of other services—showers, laundry facilities, food, hot and cold drinks, and bunks—for the chopper crews operating from her deck. The copters rescued nine downed American airmen, braving enemy ground fire to do so.

The unresolved question regarding the flight deck crew of this San Diego-based frigate is whether these *Foxmen* ought really to have been called "airdales," as in the case of their aircraft carrier counterparts.



Instant Airfield

A shore-based catapult and arresting system, and 2200 feet of aluminum matting that can be laid out in hours, have been combined to form an "instant airfield" for pilots in Vietnam.

Designed under a program known as Short Airfield for Tactical Support (SATS), the instant airfield is intended to satisfy Marine Corps requirements for a mobile, economical and reusable runway which can be made operational within 72 to 96 hours.

Field tests of SATS are now underway in Vietnam. Refinement testing is in progress at the Naval Air Test Facility, Lakehurst, N. J. Various fighter and attack aircraft, including the A-6 *Intruder* and A-7 *Corsair II*, have been launched and retrieved with SATS.

Here's how it works:

The SATS catapult has two J79-2 turbo-jet engines which exhaust into a free power turbine. The turbine is connected to a gear box which drives a high speed capstan, or take-up spool. A loop of steel cable is wrapped on the capstan, around a tensioning device, and through a series of sheaves to the launch end of the aluminum runway. The cable continues to the terminal end of the

runway, through another series of sheaves, and back to the capstan.

A nosewheel dolly attached to the launch cable tows the aircraft to the catapult. The aircraft nosewheel is placed on the dolly, and the launching bridle is connected to both the dolly and the aircraft launch hooks. A hold-back, similar to one used in shipboard catapult operations, is also connected to the aircraft.

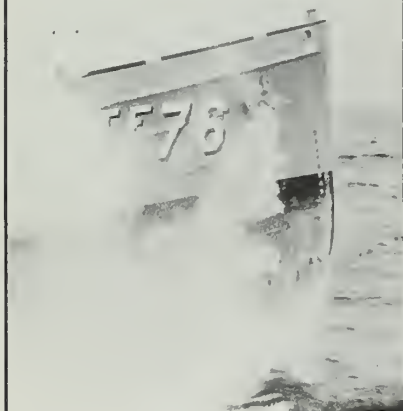
With the aircraft now ready for launch, power is increased in the turbine. A catapult brake is released, the hold-back unit breaks away, and the aircraft accelerates to take-off.

The system has a rapid-cycle capability of 90 seconds. In the event of wind change, the dolly is simply removed from the launching end of the cable and connected to the return end. Aircraft may then be launched in the opposite direction.

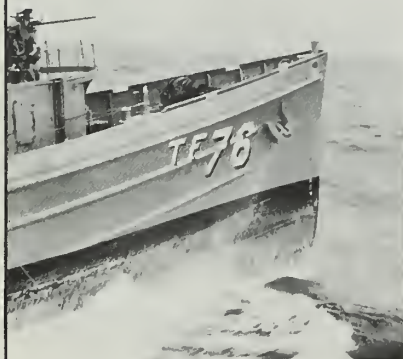
The SATS arresting system uses a wire rope pendant stretched across the runway. The pendant is attached to nylon tapes which are wound on reels, and which pay out after the aircraft landing hook engages the pendant. The reels are coupled to water turbines which absorb the energy of the aircraft impact. The system may land jets coming in at speeds up to 160 knots, and stops them in less than 650 feet.

ATF Bites the Sea

To a large ship rough water means a little rolling and pitching, but to a smaller vessel, such as the Fleet tug *USS Ute* (ATF 76), it often means aerial acrobatics as the bow performs for the camera during operations in the Western Pacific.



Going



Going



Gone—and ready to start again.



Subic Offers Small Challenge to Golfers

It has been claimed that golfers arriving in Subic Bay have at times been seen dashing straight from their ship to the Spanish Gate Golf Course where, with the satisfied sigh of the inveterate golfer home from the sea, they tee up and—whammo—right down the old fairway.

It's agreed that the course is a beauty, with its garden-like setting, complete with tropical plants shaded by spreading monkeypod and sandalwood trees.

Grassy fairways, lovely lakes and beautiful flowers make even the traps and hazards a pleasure—almost. Truly, the course would do justice to the most luxurious country club.

However, the course has one drawback for big-time golfers. The whole thing could be snugly tucked away, with space to spare, in the lobby of almost any self-respecting hotel.

It's a miniature course, and the Spanish Gate, which sets it apart from other courses and provides the name, is a model of one which graced the 19th century Spanish naval station. The original structure, which still stands, has been duplicated to the last cannon by Subic Bay employees.

To the avid miniature golfer, the course has all the challenge of the larger courses and he sweats over the water hazards and sand traps quite as much as any weekend golfer on a king-sized course.

By the time he reaches the 18th hole, the perspiring duffer doesn't

care what the score is. The important thing in his view is a bamboo hut shaded by tall trees and fanned by the elephantine leaves of the banana palm.

With a sigh of relief the tired golfer drops his club and score card, and relaxes in the shade of the snack bar's reasonably cool veranda.

—Photos by
C. K. Ferguson, JOC, USN



Vietnam Milk Run

THE HUGE, four-engine plane lifts smoothly from Saigon's Tan Son Nhut Airport at 0800 and sets a heading for Can Rahn Bay and points north. Twelve hours, 1000 miles and a dozen landings and take-offs later she is securely back at Saigon, chocked down for a good night's rest.

That, in a nutshell, just about tells the daily story of aircraft 87754, a Navy C-54 *Skymaster* prop-driven transport of World War II that spends every other week, alternating with another C-54, away from her home station at Sangley Point, R. P., flying cargo missions over South Vietnam.

But this scratches only the surface.

The real story of the C-54, which has carried men and material for nearly 23 years, is her association with the many lives she comes into contact with each day during her flight from Saigon to Can Rahn Bay, Qui Nhon, Nha Trang, Da Nang, Chu Lai and back to Saigon.

The flights are conducted frequently. The hop from Saigon to Can Rahn Bay takes about an hour, the longest leg of the circuit. To Nha Trang, the shortest leg, takes only six minutes.

Keeping ground time to a minimum, however, isn't always easy, according to the pilots and crew of the plane. The crew tries for a minimum of ground time, especially when they land at airfields equipped

for handling planes with rear ramp doors, like those of the C-130 and C-141 transports. The C-54 has two cargo doors, but they are located high in the side of the fuselage. Therefore, all loading and unloading on these runways has to be done by forklift or by hand. There are times the offloading equipment is nothing more than a pickup truck and a ladder, such as might be found at the airfields in the Mekong Delta area south of Saigon.

The routine for each stop is pretty much the same—get the passengers off, unload the cargo, take on a new load, sign on any passengers waiting and get airborne again, as quickly as possible.

Along with U. S. military personnel, Vietnamese military forces also fly in the *Skymaster*. And since they are permitted to move their dependents by air, the plane frequently has on board several women clad in Ao Dai, the national costume. For the most part, less exotic dress is more prevalent: flak jackets and jungle boots. Obviously, many of the troops have just come out of the field.

Terminals along the milkrun vary from the well-equipped ones at Saigon and Da Nang to those where passengers can be seen squatting on concrete, or at best, sitting on rude wooden benches. The fighting man waiting to climb on board passes the time by sleeping when he can, or getting the mud off his boots or,

more generally, cleaning his rifle, since he may need a clean weapon only minutes after he reaches his destination.

Nowhere, it would seem, can he get away from the conflict around him. Even after the C-54 is airborne, the trooper has a bird's-eye view of the hostilities being waged below as fighters often can be seen making strafing runs on VC targets. Closer to Saigon, he sees roads alive with traffic as they snake out to nearby military bases. And in open areas, in fields or on hilltops, there are visible all sizes of craters caused by mortars and other types of heavy artillery.

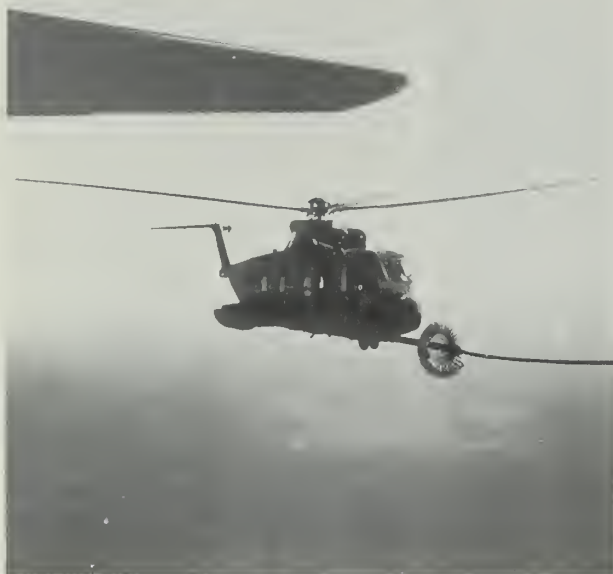
When the C-54 arrives back in Saigon, the day hasn't ended for the crew. They must clean her up and make her ready for tomorrow's flight. If there is any maintenance to be done, there is no one else to do it except the crew. This particular aircraft was accepted by the Navy 22 years ago, then as an R5D. In the meantime, she has flown more than 21,000 hours, therefore requiring maintenance more frequently perhaps than some of the newer cargo craft. And since parts for C-54s are not always readily available in Vietnam, more often than not the crew has to have components repaired or reconstructed on the spot.

Despite the scarcity of parts, or the loading and unloading problems faced nearly every hour, or the foul weather conditions, or even hostile fire, the C-54 from Sangley Point keeps the flow of supplies for Navy activities moving. She does so backed up by the fact that she has never yet missed a mission.

—William M. Powers, PHC, USN



VIETNAM MILK RUN—Navy C-54 *Skymaster* makes landing at Cam Rahn Bay. Rt: Passengers relax during flight.



HO-HO-HO—Air Force "Jolly Green Giant" helo stays on station longer, thanks to drink donated by tanker.

BEGINNING IN APRIL, certain U. S. Army and Air Force units in Europe will be redeployed to the United States, the U. S. Commander in Chief, Europe, has announced.

The report by General Lyman Lemnitzer said planning action is underway and the redeployment has been the subject of consultations in NATO since last spring. At that time the U. S. proposed to redeploy up to 35,000 military personnel from the Federal Republic of Germany.

The redeployment, involving about 31,000 Army personnel and 3400 Air Force, will continue over a number of months.



FOR COMBAT SUPPORT—New Army winged rotorcraft will escort troop-carrying helos and direct fire support.

"Forces and aircraft deployed to the United States," the announcement stated, "will be maintained in a high degree of readiness, and equipment will be maintained in the Federal Republic of Germany in sufficient quantity and readiness to insure that the forces and aircraft can be promptly redeployed to Germany.

Major units involved in the redeployment plans are:

- Two brigades of the 24th Infantry Division and appropriately associated units which will move to Fort Riley, Kan.
- The 3rd Armored Cavalry Regiment, which will be based at Fort Lewis, Wash.
- Three squadrons of the 49th Tactical Fighter Wing, to Holloman AFB, N. Mex.
- The 417th Tactical Fighter Squadron, which will move to Mountain Home AFB, Idaho.

★ ★ ★

RIDING BEHIND and alongside fighter and bomber pilots, Air Force cameramen of the Military Airlift Command's Aerospace Audio Visual Service (AAVS) last year focused on the war in Vietnam in depth and detail.

For example, the Six Hundredth Photo Squadron at Tan Son Nhut Air Base, Saigon, had the mission and the mettle to film the war with an array of gun cameras, panoramic strike and radar scope cameras installed on fighters and bombers. They also used blister-held and pod enclosed cameras developed by AAVS for strike and other missions.

If activity can be measured statistically, it could be said that, in 1967, Air Force photographers in Southeast Asia took more than 313,000 feet of motion picture film, nearly 20,000 color photographs and more than 25,000 black and white shots on some 2500 combat missions.

More important, of course, than statistics are the results achieved by the film footage. The cameramen's work provided over-the-target photographs with which to assess bomb damage, as well as wide-ranging documentation of the war and accurate intelligence data. Some of the photography was featured on U. S. television news reports and in documentaries on Vietnam.

Shooting the war from the air frequently took more than average courage as is testified by the 57 Air Medals, seven Bronze Stars, 120 Commendation Medals and a Purple Heart which repaid the photographers' heroism.

Although AAVS photographers were working hard in Vietnam during 1967, they also had responsibilities elsewhere.

The service's cameramen and technical crews handled instrumentation photography of missile launches at Vandenberg AFB, Calif., and Green River, Utah. They also documented, in still and motion picture photography, Air Force actions having historical significance and produced Air Force motion pictures.

Focusing on the world from Vandenberg to Vietnam, is a big and demanding job—especially for backseat cameramen on frontline assignments. As proficient technicians, MAC's Aerospace Audio Visual Service cameramen consider themselves backseat in location only.



THUNDERCHIEFS—Two camouflaged Air Force F-105s streak toward a communist target in North Vietnam.

FROM THE SNOWBOUND Navajo and Hopi Indian Reservations in Arizona to the combat areas of Vietnam, more than 900 people last year would, if they could, gladly have rolled out a red carpet for the pararescuemen of the Military Airlift Command's Aerospace Rescue and Recovery Service.

In the combat areas of Vietnam last year alone, the ARRS pararescuers saved more than 400 men from locations which frequently were raked by enemy fire.

Not only did the pararescuers lend their efforts to saving U. S. fighting men in Vietnam, they also saved 239 noncombatants from various misfortunes in Southeast Asia while nearly 300 others around the world were saved from death or injury in fires, floods and other disasters.

Last year, the ARRS pararescuers passed two milestones. In July, they were credited with their 1000th rescue in Southeast Asia since 1964 and, one month later, they recorded their 616th rescue for the year, thereby equaling the total number racked up by the unit the year before.

Among a multitude of other decorations, the pararescuers were also awarded the Presidential Unit Citation. During the presentation, President Johnson expressed the thanks of those whose lives were saved by the pararescuers. Other thanks came directly from the men in Vietnam who are alive today because the ARRS pararescuers had the courage and the equipment to go anywhere and get the job done. More than 3500 individual decorations have been awarded for rescue actions in that country.

★ ★ ★

A RECONNAISSANCE CAMERA that clicks away in machine gun fashion is being tested by the Air Force for use in Vietnam.

The new camera, designed for the RF-4C *Phantom* aircraft, takes reconnaissance pictures at a rate of six exposures per second.

It also takes "stereo" pictures by focusing on a given target area from two different points in the sky. Looking at the pictures in a stereo viewer, a photo interpreter can determine the heights of the objects shown. Thus, actual targets such as vehicles or parked aircraft can be distinguished from dummies or silhouettes painted onto roads or runways. By using color film, the camera helps to detect camouflage.

The fully-automated photo system is designed for use during day or night reconnaissance missions.

Tests to explore its full operational capabilities are being conducted by the Air Force Systems Command.

One goal in the testing is to refine techniques used in aerial photography at low altitudes and supersonic speeds.

★ ★ ★

A POLYURETHANE FOAM first used in gasoline tanks of racing cars to reduce fire and explosion hazards has been modified for the fuel tanks of combat aircraft in Southeast Asia.

The foam resembles steel wool, but is more porous and is nonabsorbent. Liquid flows freely through the open cells.

Installed in the fuel tank of an aircraft, the foam retards explosion, even after a direct hit on the tank by tracer bullets or other incendiaries. It also suppresses slosh, and, if the tank is ruptured, prevents fuel from spewing out.

The foam originally was used in cars at the Indianapolis "500" raceway. It was modified by the Air Force Systems Command.

Installation of the material is relatively simple. The foam is cut to size and installed in blocks through existing fuel tank ports. It only slightly reduces the usable volume of fuel, even though it almost fills the tank.

★ ★ ★

THE ARMY'S NEWEST and most advanced combat helicopter, the AH-56A *Cheyenne*, demonstrated its speed, versatility and maneuverability recently during its first public flight at Van Nuys, Calif.

It is the first Army aircraft designed as a fire control gun ship and is scheduled to see action in Vietnam. The *Cheyenne* has the rotor blades of a conventional helo as well as stub wings and a pusher propeller of a conventional aircraft. While the rotors provide lift, the pusher prop creates level flight speeds of more than 250 miles per hour.

When fully equipped, the *Cheyenne* will be capable of firing machine guns, grenades, rockets and missiles. A swiveling belly turret mounts a 30-mm automatic gun, and both the pilot and gunner are protected by armor.



QUICK LIFT—Swarm of helicopters rushes paratroopers of 173rd Airborne Brigade into action against Viet Cong.

Meeting With MCPON

MASTER CHIEF PETTY OFFICER of the Navy Delbert Black, GMCM, USN, started his second year as the sea service's MCPON with a globe-girdling trip "down under." He visited 1200 Navymen of Operation Deep Freeze in the Antarctic.

On his journey to the giant icy continent at the bottom of the world, he traveled some 32,000 miles, covering all major U. S. stations on the continent, and meeting nearly every American Navyman there.

"I don't think I have ever been to a command where the morale was better or where there was more enthusiasm for getting the job done," Black said. "Considering the arduous conditions under which the men live and work, this was most impressive."

At each Deep Freeze station—Advance Headquarters in Christchurch, New Zealand, and the Antarctic stations at McMurdo, South Pole, and Byrd—the first order of business was a get-together discussion with all enlisted men.

"I never heard a single real gripe. Of course, in Deep Freeze you have a unique situation. Every man, through necessity, looks out for each of his shipmates. I think this is a big factor toward the happy, cooperative atmosphere that prevails in Deep Freeze," he said.

During his recent tours of stations in CONUS and overseas, Master Chief Black received queries on a number of subjects. Among these were processing of enlisted transfers and the administration of enlisted clubs. Here's the word on these subjects, as verified by cognizant sources at BuPers headquarters.

TRANSFER REQUESTS—The Enlisted Transfer and Special Duty Request Form (NavPers 1306/7) which became effective last summer was designed, among other reasons, to speed up (and reduce) paperwork. It is used for requesting transfer outside the regular Seavey/Shorvey rotation channels.

The *Transfer Manual* states, in effect, that by using the new form, requests for transfer or reassignment to a particular type of duty or school, submitted by eligible personnel, shall be processed and forwarded to the cognizant distribution authority,

whether or not such requests are favorably endorsed at the command level.

Requests submitted by those who are not eligible will likewise be processed, says the *Transfer Manual*, but the requester should be informed of his ineligibility, and he may be asked to voluntarily withdraw the request. If he does not withdraw the request, it will be forwarded from the command in the normal manner, even though disapproval should be anticipated.

Inquiries have been received from men who had applied for special transfers to school, concerning the reason why action had not been taken on their applications. After checks by cognizant BuPers desks and EPDO channels, it has been learned that in certain cases the requests in question never left the command. This often involves more paperwork and time-consuming effort in the long run than would have been involved had the request been forwarded in the first place.

The *Transfer Manual*, Article 2.5, has detailed instructions on use of the Enlisted Transfer and Special Duty Request Form. The form is stocked at supply centers in Oakland and Norfolk, and may be requisitioned under normal supply procedures.

PETTY OFFICERS' MESSSES OPEN—The operation of First and Second Class Petty Officers' Messes OPEN ("Acey-Deucy" Clubs) has also been the subject of inquiries, specifically why these clubs at some stations are operated as separate clubs, while at other places they are part of an Enlisted Men's Club.

Here is the answer—it is a matter of location. When an Acey-Deucy Club is under the same roof as an EM Club, it is run as an adjunct of the EM Club and under the same management (that is, the station's Navy Exchange, which is under the control of the Navy Ship's Store Office, NSSO). However, when an Acey-Deucy Club is located in a separate building, it is an independent club, like the CPO Club, usually managed by a petty officer trained in mess management (either active duty or retired) who is guided by

BuPers mess operations regulations.

The two styles of management came about as a result of a study by a high-level committee in 1960, which included this advice:

"Some First and Second Class Petty Officers' Messes are independently operated and have essentially the same esprit de corps as is usually present in a CPO Mess. The Committee considers that it is necessary to encourage such spirit and to enhance the status of senior Petty Officers wherever possible . . ."

The Committee distinguished between First and Second Class Petty Officers' Messes operating separately and Petty Officer Sections of EM Clubs. It stated:

"Petty Officer Sections of EM Clubs should be permitted only where a common facility is used and the Petty Officer Sections are an integral part of the EM Club operation."

In 1961 the Secretary of the Navy approved the above recommendations of the Committee, and directed that all EM Clubs be controlled by the Navy Ship's Store Office.

In making its recommendations, the Committee reported that the most successful EM Club and Petty Officer Mess operations exist "where the membership has an effective voice and avenue of approach to club or mess management and to the commanding officer by means of a club or mess advisory group. Such advisory groups permit the membership to express its desires and preferences with regard to services and entertainment provided and to offer suggestions and recommendations for improvements."

Today, Advisory Groups to EM Clubs and Petty Officers' Mess operations meet on a regularly scheduled basis and submit their comments and recommendations to the commanding officer for consideration.

Correspondence concerning personal matters may be directed to the Master Chief Petty Officer of the Navy, Pers 003, Bureau of Naval Personnel, Washington, D. C. 20370. Such correspondence should generally be concerned with suggestions, ideas, recommendations, and requests for information on various enlisted programs.

THE BULLETIN BOARD

Adak Duty: It Can Be Vigorous, Rigorous, Rewarding

WHEN ADAK RESIDENTS want to commune with Nature they may, if they wish, take a trip to the Adak National Forest. This is a grove of evergreens planted by the Navy in the mid-forties. Some of the mightier giants have now reached a height of four feet.

As Adak is somewhat off our regular beat, we can't swear to the existence of the Big Woods, but that's what our friends at the Adak Naval Station tell us in their latest report on living conditions aboard the Navy's Aleutian outpost. Here's the way they see it:

Adak is an island of the Andreanof Group, located in the southernmost part of the Aleutian Chain. It is about midway between Seattle and Tokyo on the great circle route.

The country is rugged and mountainous and, although the island is covered with grass, it has no trees except those mentioned above. There is neither a native population nor a civilian settlement or village on the island. The island is populated exclusively by about 4500 military and federal employees and their dependents. The naval population consists of the Naval Station and its tenant commands, the naval communication station, the naval facility and the Coast Guard Ioran station.

Adak originally was established as a naval operating base for the Aleutian campaign during World War II and today supports patrol squadrons and search and rescue vessels and aircraft. It celebrated its 25th birthday in August 1967.

According to those who have been in both places, you'll find many colder spots in CONUS than you will in Adak. Cooled by the Bering Sea and warmed by the Japanese current, Adak's mean temperature is 41° F.

The mean temperature ranges from a low of 34 degrees during the winter season (January, February, March) to a high of 49° during the summer season (July, August, September). Summer maximums rarely reach 65°, while the winter mini-

mum seldom goes below 20°. (At the time this is being written in balmy Washington, D. C., the official weather bureau temperature is below freezing and getting colder. Were the *Adak Sun* to publish a living conditions on us, it could warn its readers of the extreme climatic variations to be encountered).

However. Annual precipitation averages 69 inches and you'll run into snow or rain two out of three days a year. Snow and sleet flurries are frequent, but heavy snow does not remain in the base area. Broken clouds or overcast 90 per cent of the time.

The most uncomfortable part of Adak's weather is the wind. Although the annual average wind velocity is 13 knots, gusts of more than 60 knots have been noted at one time or another, during every month of the year during storms.

Roads and Transportation—There are approximately 125 miles of roads on the 25- by 35-mile island. The main complex of the naval station, including all the housing areas, has about 17 miles of paved roads. The roads to the outlying parts of the naval station are unpaved, in fair to

poor condition.

Shuttle bus service is available during normal working hours with regular routes through the housing areas and the main points of activity at the base. Bus runs are also made on weekends and holidays to various recreation areas.

All children are bussed to and from school.

Housing—Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this or by the time you receive your orders to Adak. With these reservations in mind you may find this report on housing and other information on living conditions helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Government Housing—The housing is above average for an overseas base, and consists of duplex units with two, three or four bedrooms per unit.

Married personnel in pay grades E-4 (with more than four years' service) and above are eligible for government quarters.

Concurrent travel is authorized for lieutenant commanders and above and for E-8s and E-9s.

Officer and enlisted waiting lists are maintained separately and waiting time is determined by a point system which is calculated on seniority and time aboard.

BAQ is forfeited while you are occupying public quarters.

Furnishings—You'll find these items of furniture in your government quarters:

Living room: Sofa, lamps, end tables, upholstered chairs, occasional chairs, a coffee table, bookcase, desk and rug.

Dining room: Dining table, chairs, one china closet or buffet, and rug. Some of the smaller quarters have a dinette instead of a dining room.

I. W. Crupper, AMH2, USN



"I don't care what he did before he joined the Navy—that's not the way to make a highline transfer!"

Bathroom: Complete bath facilities including tub and shower. Shower curtains are not provided. Some of the larger quarters have one and one-half baths.

Bedrooms: One double bed or twin beds, one chair, chest of drawers, one vanity in master bedroom, a night stand, double dresser, large mirror and rug. Pillows and bedroom lamps are not provided.

Laundry: A washer and dryer. In some quarters, washers and dryers are shared by two families.

Kitchen: Electric stove and refrigerator.

Shipment of Personal Property—Because of the lack of storage space, it is not possible to furnish storage for either government-owned or personal furniture, goods or appliances except in the quarters themselves.

All items you bring must be stored in your own quarters and no government furniture allotted to these quarters may be removed. Most families consider that there is not enough room for both a freezer (preferably upright model) and an automatic ironer, although some find room for one or the other (usually in a bedroom). Couples without children can plan on having some extra space in the spare bedroom.

It is generally agreed that room can be found for one or more of the following items: Sewing machine, vacuum cleaner, record player, tape recorder. Bring along sleds and bikes, but not ice skates, for the kids.

Personal furniture and appliances which are similar to government furnished items, and other items for which you will not have room should be placed in storage in the States. This storage is furnished at government expense.

A limited quantity of china, kitchen utensils and bedding is available until your own arrives. Bring along table silver, curtains, linens, ironing board, wastebaskets, table china, vacuum cleaner, radio (short wave is useful), plus pictures and knickknacks. Don't worry about lawn mowers and garden tools. Some optimists bring outdoor barbecue grills.

Dependents' Travel—When you receive orders for Adak, you will have to decide whether the family

J. H. Paoli, IC1, USN



"Ah, here it is . . . blood tests, page 39."

will make their home there with you or will remain in the States during your tour. A tour is now 18 months with dependents, 12 months without.

If you are not going to move your family to Adak, you will probably be eligible for Family Separation Allowance. See the personnel officer when you arrive. See your current personnel officer for details of eligibility to draw Dislocation Allowance and shipment of HHE if you intend to relocate your family.

If you do plan to move your family to Adak, ask your command to request entry approval and concur-

This Trip Can Be Costly

The bizarre and often fatal effects of the drug compound lysergic acid diethylamide—LSD—are discussed in a 97-minute lecture-on-film produced by the Bureau of Medicine and Surgery.

Using a chalk board and other graphic aids, Commander Walter F. Miner, MC, USN, outlines the history, use and effects of LSD, and makes it clear that BuMed believes anyone who has taken the drug could become insane long after the immediate effect, or "trip," has ended.

Appropriately titled "LSD," the film was shot in color at Pearl Harbor, Hawaii. Dr. Miner has since been assigned to residency training in public health at the NROTC unit, Berkeley, Calif.

Prints of the movie have been distributed to naval district libraries and training commands, with additional prints to be made available Navywide.

rent travel for your dependents. Address the letter or message as indicated in BuPers Inst 4650.14 series and provide necessary information in the format indicated in that Instruction. Approval or denial and further information will be forwarded. When entry approval is granted, arrange for shipment of HHE. In general, you will be authorized three shipments:

- An express shipment of approximately 1000 pounds. Include items such as blankets, linen, silverware, shower curtains and the like that you will need immediately upon arrival.

- A freight shipment to Adak. Include the balance of your small appliances, extra clothing and other household goods.

- A freight shipment to non-temporary storage. Include furniture and items not required during your tour in Adak.

The express shipment should be made available to the packers as soon as possible after you receive information that travel to Adak is authorized. You are strongly advised to make use of the Household Goods Shipping Office nearest you to determine which moves and shipments are authorized at government expense and which shipments must be paid by you. By and large, you'll find such offices most eager to help.

If concurrent travel is not granted, you will be placed on a waiting list for government quarters at your request after you arrive in Adak.

You may then submit an Application for Transportation of Dependents (DD Form 884) to the Commandant, 13th Naval District, via the Commandant, 17th Naval District. After you advance high enough on the housing list to become eligible for assignment, Com13 will be notified by message. Com13 will then take necessary action to provide transportation for your dependents. They will travel from Seattle to Adak via commercial air. Bear in mind that only 66 pounds of baggage is allowed per person.

Autos—If you have a family you need an automobile and, under any circumstances, a car is highly desirable. Climate and roads being what they are, choose one that has a minimum of chrome and gingerbread, and be sure that it is in good

Women officers will wear the appropriate corresponding uniforms.

Civilian Clothing—Officers and enlisted personnel in pay grades E-4 and above may wear civilian clothing during off-duty hours. Those below E-4 are not permitted to wear or have civilian clothing in their posses-

Shortly after your arrival you will be issued appropriate foul weather gear. The exact amount and type of clothing will depend largely upon the kind of work you will be doing.

Personal Clothing for Dependents
—Adak is not a perpetual icebox. With a few judicious additions, the present wardrobe of your dependents should do well enough.

Satellite navigation, together with precise soundings from a narrow beam echo sounder were also used and provided extremely high accuracy for the ship's findings.



As summer is comparatively cool and the winters only moderately cold, the over-all emphasis should be on water- and wind-repellent fall weight clothing. A warm overcoat or parka is almost a must. So are heavy-soled shoes, raincoats, galoshes and headgear.

Heavy clothing is not really needed for daily living routine, but outdoor activity makes it advisable to bring woolen suits, sweaters, heavy garments, mittens and gloves. At the other end of the scale, your wife may want to bring summer clothes, slacks, swimming suits and hats. There are occasional formal parties.

Mail order service from the Washington-Oregon area is available and widely used. Shipping time approximates four to six weeks.

Employment for Dependents—The naval station employs dependents in a variety of clerical positions under Civil Service. Contact the Industrial Relations office. There are also jobs in the retail sales store, laundry and child care center of the Navy Exchange and Special Services.

Off-Duty Air Travel—Military personnel, civilian employees and dependents are authorized space-available travel on MAC and government aircraft to and from Anchorage once each quarter. You must be in a leave status and your dependents may not travel without you. Occasionally, round trips to Japan are available, but only one trip every 18 months is permitted.

Navy Exchange and Commissary—The customary amenities are maintained. The Navy Exchange operates two retail stores, a tailor shop, cobbler shop, two snack bars, barber shops, beauty shop, laundry and dry-cleaning plant, a garage and service station, EM clubs at the naval station and communications station. Radio, TV and watch repair service is available. There is also a liquor package store.

Canned and frozen produce and dairy items are always available at the commissary. However, some fresh produce and dairy products are available although in limited quantities because of the long shipping time, and biweekly ship arrivals. Prices are about the same as those

Joseph P. Fitzgerald, RM1, USN



"How are your karate lessons coming, Sir?"

A child care center for children from six weeks old to six years old is available five days a week. Evening baby-sitters are also available.

A Teen Club for youngsters between the ages of 13 and 19 is maintained. The club has snack bar facilities, a juke box and, on occasion, live music. It is self-supporting and collects membership dues.

Recreation—Adak maintains a wide range of recreational facilities. Special Services has issue equipment for basketball, softball, badminton, boxing, skiing, skeet shooting, hunting, fishing and horseshoes.

There is an indoor swimming pool, a 23,000-volume library, and a theater which offers two shows nightly and weekend matinees. An indoor rifle and pistol range is available as well as an outdoor rifle and skeet range.

Boating is popular during the summer months at Lake Andrews and a

Charley Wise, HMCS, USN



"What sign?"

picnic area has been established near the boathouse. Two bowling alleys (eight and 10 lanes), a roller skating rink, gymnasium and an indoor golf driving range open further choices. Special Services facilities provide for auto repairs, photography, ceramics, leather work, model building, and rock cutting and polishing. There is a scuba diving club and a square dancing club.

Churches—Religious services are held regularly by a Protestant and a Catholic chaplain. Programs of religious education, adult and children's choirs, youth fellowships and other chapel activities include the whole family. Jewish personnel are served through a program of lay leadership and by visits from an Air Force rabbi from Elmendorf AFB, Anchorage. Church of Christ and Latter Day Saints services are also held.

Hunting and Fishing—Game consists of caribou, ptarmigan, geese, ducks, and seal. Fishing is fair to good, with salmon and trout fishing very popular. Recreational leave may be taken to the mainland where you will find plenty of hunting and fishing.

Medical—Although adequate facilities are available for routine medical care, obstetrics and emergency surgery for your dependents, there are no medical specialties available except for general surgery. Major elective surgery is not performed. Laboratory tests and drugs are also limited.

To obtain specialized care, it is necessary for patients to travel 1200 miles to Anchorage and dependents may be liable for the cost of their own transportation.

Dependents who wear glasses with corrective lenses are advised to have a current eye examination and bring extra pairs of glasses or make arrangements for replacements.

All dependents must have medical clearance from the Naval Station before entry approval can be granted. This can be done by forwarding a medical history and medical and dental examination forms for each dependent. These forms may be obtained by writing to the Medical Officer, U. S. Naval Station, Box 11, FPO Seattle 98791.

Dental—Dependent care is limited to emergencies and necessary dental maintenance. Missing teeth need not have been replaced with prosthetic appliances; however, the dental department will not be able to provide this service.

An orthodontist from Elmendorf AFB periodically visits Adak for consultation and adjustment of orthodontic appliances that are already being worn. However, this arrangement is temporary and cannot be depended upon as a continuing service.

Leave—Leave will be granted whenever possible. Military personnel are permitted to travel via MAC and government aircraft on a space-available basis. However, proof of financial ability to travel by commercial aircraft may be required. Commercial travel, round trip, between Adak and Seattle costs \$270 (military standby).

Schools—Adak is part of the Alaska On-Base school system, which means that the schools are located on military bases and are operated by the state of Alaska. They are not connected with the military overseas school system.

On each base there is a local superintendent who has administrative supervision. Teachers are certified by the state department of education in Juneau, as are all teachers in Alaska.

The Adak school is physically and administratively divided on a 7-6 plan, with a school enrollment of about 600. The upper six grades are housed in a new addition which includes a gym, shop and laboratories.

The elementary grades are housed in an older building next to the new wing. Most students eat lunch in the school cafeteria. Students do well on standardized tests as a rule, testing somewhat above the national average in most areas. Elementary teachers average about 25 pupils per class; junior high about the same; and high school, somewhat less.

Standard courses are offered in the upper grades, although the small enrollment limits the elective offerings. Graduation requirements meet the Alaska minimum.

Parents of high school students are encouraged to write to the Adak

Joseph P. Fitzgerald, RM1, USN



"As I was typing your seventh rough draft, I noticed there was a word on page two and another on page six that you didn't change."

School, Box 34, FPO Seattle 98791 for further information.

Dependent Teachers—There is no policy in effect restricting the hiring of dependents as teachers. However, applicants must qualify for an Alaskan teaching certificate before being offered a contract.

For more information and application forms write to the Adak school superintendent or to the Director,

Alaska On-Base Schools, Pouch 7019, Anchorage, Alaska 99501.

Welcome to Adak.

Replenishing the Pac

SERVAC mobile support ships completed a busy year of replenishments in Western Pacific during 1967.

Their nearly 9200 transfers constitute a marked increase over 1966's total of 7514 underway replenishments and is more than the command has achieved previously in any of its 26 years.

Three other records were also set during 1967—transfers of ammunition, provisions and ship fuel. On the other hand, 1966 was the big year for general consumables, spare parts and jet and aviation fuel.

Ammunition unreps reached 117,893 short tons; 26,250 short tons of provisions were highlined and 442,008,000 gallons of fuel oil went through the hoses in 1967.

Stores figures finished at 9278 tons, 22 tons less than 1966. Not quite 147 million gallons of jet fuel went to carriers in the South China Sea, 10 million less than in 1966.

The Service Force is the primary naval logistics command of the Pacific Fleet. It is composed of 60,000 men attached to 124 ships of 24 different types, 26 major shore facilities and 11 MCBs.

WHAT'S IN A NAME

NROTC, Jr.

The interest of young people in the sea, seamanship and the Navy has been demonstrated over the years by growing participation in "junior Navy" programs such as the Sea Explorers, Sea Cadets, Shipmates and Mariner Girl Scouts. One of the newer programs for Navy-minded youngsters is a high school version of the Reserve Officer Training Corps.

Established under the ROTC Vitalization Act of 1964, Junior NROTC training is now included in the curriculum of many public and private secondary schools throughout the United States.

Young men who participate in the program and complete three academic years (96 hours each) of instruction may be granted a one-year waiver of NROTC instruction when they enter college. Those who do not go on to college may be eligible for special advancement considerations if they decide to enlist in the Navy.

Junior NROTC training emphasizes academic achievement, fitness, appearance and conduct, and includes classroom subjects in naval orientation and seamanship, oceanography, astronomy, meteorology, navigation and piloting. The units are staffed by retired Navymen approved by the Chief of Naval Personnel for employment as instructors. The Navy and the schools share in instructor salary expenses.

Students are showing considerable interest in the Junior NROTC. For example, more than 200 young men at St Joseph's Regional High School in Mantoloking, N. J., were eager to join the unit established at their school this year.

Since 1966, when the first four Navy units were established at schools in Texas and Louisiana, the program has expanded to 39 units already organized, with 32 others planned for the next school year. Long range plans call for 275 Junior NROTC units by July 1971.

Navy Prep School Can Be Start of Your New Career

EACH YEAR, the Secretary of the Navy may appoint 85 men from the Regular Navy and the Marine Corps to attend the U. S. Naval Academy. An additional 85 members of the Naval and Marine Corps Reserves (including those on inactive duty) may also be appointed.

These men are nominated by their commands after a thorough screening process. Those who are ultimately selected must first meet the Academy's entrance requirements and earn an acceptable score in a competitive examination.

To prepare its men for the examination and to refresh them academically for the Academy's requirements, nominees from the Regular Navy are normally sent to the U. S. Naval Preparatory School at Bainbridge, Md.

Attendance at the preparatory school is not compulsory for members of the Naval and Marine Corps Reserves. Nevertheless, Reservists who attend the prep school have a better chance of success in the Naval Academy competition.

This year, the preparatory school will convene on 28 August and courses will continue through May 1969 for students who seek admission to the Naval Academy the following June.

Applications for the Naval Academy (and the preparatory school) are being solicited throughout the Navy—including service school and recruit training commands. In fact, recruits and other relatively new Navymen are especially encouraged to step forward.

Applications for a SecNav appointment to the Naval Academy and the U. S. Naval Preparatory School must be submitted to the Officer in Charge, U. S. Naval Preparatory School, Bainbridge, Md. 21905. Most of the applications must be submitted by 1 May.

Enlisted men who receive Presidential or Congressional nominations to the Naval Academy or who were nominated because they are sons of a deceased or disabled veteran or a Medal of Honor recipient can apply for admission to the prep school as late as 1 August.

Commanding officers of applicants for SecNav appointments will inter-

view these men on most points concerning their eligibility. Later, they will be interviewed by a board which evaluates motivation, educational eligibility and other factors before recommending enrollment in the prep school.

Qualifications for enrollment in the prep school and later admission to the Naval Academy require that men competing for SecNav appointments be U. S. citizens who enlisted before 1 Jul 1968, and are between 17 and 19 years of age on that date. The combined GCT/ARI score of prospective students cannot be less than 120.

Appointees must be of strong moral character, strongly motivated toward a career as a naval officer and must never have been married.

From a physical standpoint, candidates are required to have, among other qualifications, 20/20 vision, although those who are outstanding may be accepted with 20/40 vision, provided it is correctible to 20/20. Visual deficiency, however, must be formally waived before a man will be admitted to the Naval Academy—regardless of his abilities.

Academically, prep school students who are appointed to the Naval Academy must have at least 15 acceptable college preparatory units, four and one-half of which may be earned at the prep school. Students must have earned at least a C in a course if the credit is to be acceptable.

Other academic requirements call

for three or more units of English and a minimum of two units of college preparatory math.

Navymen selected for the 1968 prep school class must have at least two years of obligated service on 1 Jul 1968. Prep school graduates who enter the Academy also must have at least two years of active obligated service on 1 Jul 1969.

Enlistments or active duty extension agreements, of course, are acceptable when needed to comply with this requirement, and such agreements may be executed for periods of less than one year.

BuPers Notice 1531 of 19 Jan 1968, which contains information on the SecNav nomination for the U. S. Naval Preparatory School and the Naval Academy, has a word of advice addressed to the Navymen selected to attend the prep school: Apply also for Congressional nomination after selection to the prep school. Such a nomination will improve admission opportunity.

When a man enters the prep school, \$37.50 is withheld from his monthly pay to ensure that he will have the \$300 required for entry to the Academy. Advances in pay before transfer to the prep school, therefore, are not recommended.

Another suggestion for the prospective prep school students—have a positive leave balance upon enrollment, so that normal or emergency leave requests may be approved. Candidates are not allowed to have a minus leave balance upon admission to the Academy.

As mentioned before, BuPers Notice 1531 of 19 Jan 1968 has complete information concerning nomination of candidates for the Naval Academy program and the U. S. Naval Preparatory School.

Enclosures to this Notice include:

- A sample format for a letter of application.
- A sample format for C. O. endorsement.
- A guide for use by the interview board.

This enclosure is of particular interest to applicants who want an advance notice concerning factors for which the board is looking.

• Sample letter requesting a transcript is also included.

Charley Wise, HMCS, USN



"I hope you won't be disappointed with duty in Shore Party."

Service Lapel Button and Service Flag Authorized For Family Members

A service lapel button and service flag were recently authorized by the Department of Defense for display during hostilities by members of the immediate family of active duty service men and women. A service flag was also authorized for organizations having members on active military duty.

The design for the service lapel button is basically the same as was authorized during World War II—a blue star on a white field surrounded by a red border.

The lapel button is rectangular, measuring three-sixteenths by three-eighths of an inch. Only one blue star will appear on the lapel button regardless of how many members of the wearer's family are on active duty.

The gold star lapel button historically worn by immediate family members of servicemen who died while on active duty during hostilities is still authorized. Persons eligible to wear both the blue and gold star lapel buttons may wear them simultaneously for two different family members. A gold star is not authorized as part of the service lapel button.

The service flag is similar to the lapel button in design, shape and color. It may be displayed horizontally or vertically in such places as a window or from a staff by the immediate family members of active duty servicemen or by organizations having employees or members on active duty.

One blue star for each military family member is authorized on the family flag. A gold star of smaller size is superimposed on the blue star to indicate family members who died on active duty during hostilities.

Blue stars on a family flag will be arranged with one point up; one above the other when the flag is in a vertical position. Smaller gold stars, if used, should be superimposed beginning above the blue star or stars if the flag is displayed vertically or next to the flagstaff end if displayed horizontally.

Organizations displaying the service flag to honor employees or members on active duty will have only

one blue star designating members in the service and one gold star with a blue border for deceased members. The appropriate arabic numeral will be placed under each star. The gold star, if used, should be closest to the flagstaff.

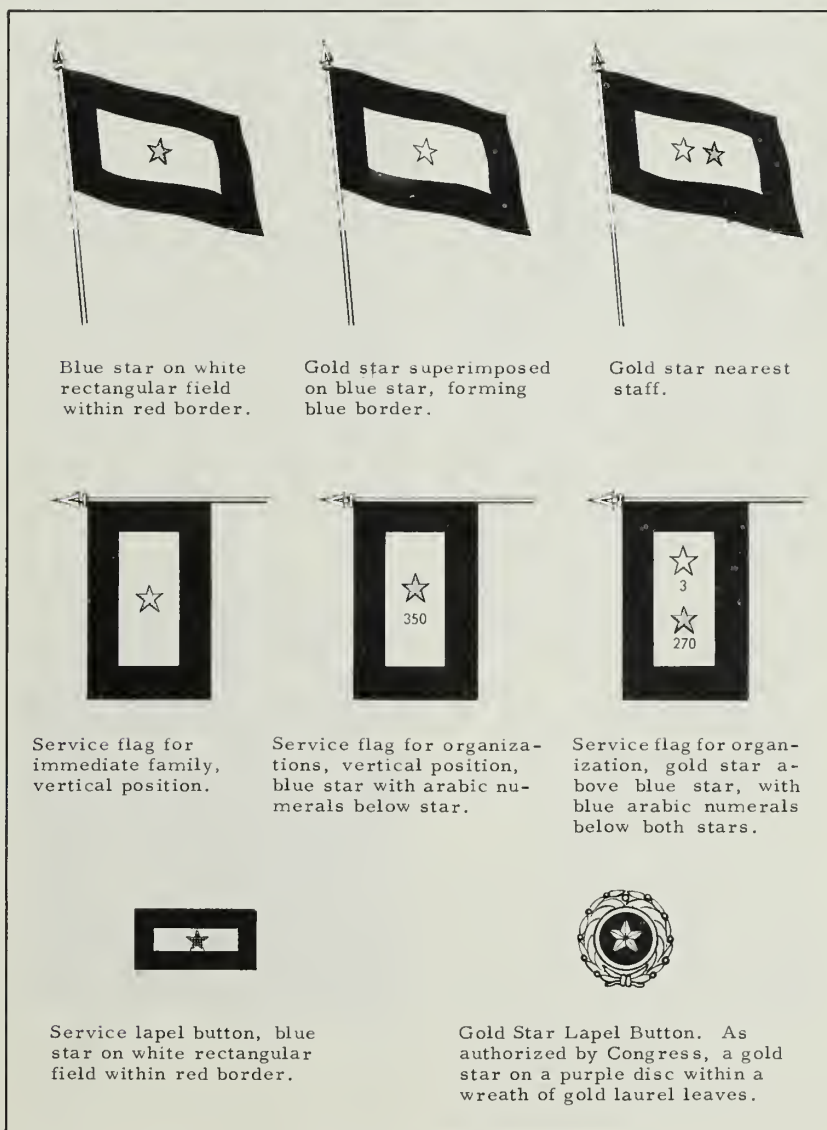
The service flag should be shown respect similar to that shown the flag of the United States. It should not be employed in advertising or as an article of clothing and the flag's design should not be used on such disposable items as boxes and paper napkins.

When the service flag is flown from the same staff as the United States flag, it may be equal in size to but not larger than the U. S. flag

which, of course, should occupy the position of honor.

The Department of Defense defines members of the immediate family entitled to wear the service lapel button and to display the service flag as including the wife, husband, mother, father, stepmother, stepfather, parents through adoption, foster parents who stand in loco parentis, children, stepchildren, children through adoption, brothers, sisters, half brothers and half sisters of men and women on active duty during a period in which the United States is engaged in hostilities.

Organizations which may display the service flag include churches, schools, colleges, fraternities, sorori-



ties, societies and places of business with which the member of the armed forces was or is associated.

Both flags and lapel buttons will be produced by manufacturers licensed by the Department of Defense and the design and color of the products will be in accordance with DOD specifications. Both the lapel button and the flag will soon be available through commercial sources.

The flag and the lapel button are authorized for use only during a period of hostilities in which the United States is engaged. The service men and women represented by the stars on the service lapel button and service flag must be serving on active duty during the period of hostilities in which the flag is displayed and the lapel button is worn.

Flying Cook

Utterly fascinated, Commissaryman First Class William H. Johnson listened to the table talk of the UH-1B *Huey* gunship crewmembers. Man, that was really living!

It took only two months after he arrived in Vietnam for Johnson to decide he wanted a piece of the action, too. Mess hall duty at Vung Tau headquarters appeared pretty tame after hearing the stories told by members of Light Helicopter Squadron Three (HAL 3).

The first step was a request for duty with the HAL 3 maintenance crew. The answer was a firm "No." Not qualified. No experience.

He didn't like it at the time, but today Johnson is the first to admit that the powers-that-be were right. So he started hanging around with the *Huey* line crews during his off-duty hours.

"When they saw I was really in earnest, I had about 15 guys in various aviation fields helping me, and for a solid month I learned everything I could about the HU-1B."

He then took the plane captain test, passed it, and again requested transfer from the mess hall. This time it was granted.

Working with *Hueys* at the headquarters base, Johnson occasionally flew out of Vung Tau. However, what he really wanted, he said "was to fly combat patrols with one of the seven detachments out in the field."

Johnson's ambition here was tem-

porarily frustrated. Although he had not been through gunnery training or aerial observation school, as had the other air crewmen, he said he "kept working and did a lot of talking." Finally, he was given a chance to fly with Detachment Four, which is comprised of two *Huey* gunships and four flight crews operating from a modified LST.

Johnson proved to be one of the squadron's best gunners and target spotters, and was soon accepted as a full-fledged *Huey* crew chief.

Before a flight, he checks the aircraft from one end to the other. He goes over the hydraulic, fuel, weapons and electrical systems, and examines the skin for structural damage.

During a mission, Johnson is stationed at the *Huey's* open left door. He flies between 60 and 80 hours a month.

Working outside his commissaryman rate is not new to Johnson. During a tour with the Seabees, he spent his off-duty hours learning to drive heavy construction equipment.

Before arriving in Vietnam last May, Johnson served with the Atlantic Fleet Lorac Support Team and helped set up navigation aids for shipping.

However, Johnson insists that he'll never change his rate. "I've always liked to keep busy and try different things, but I like being a cook. At least I know where my next meal is coming from."

—Tom Walton, J01, USN.



COPTER COOK — Commissaryman First Class William H. Johnson, makes morning check to be sure UH-1B *Huey* helicopter is ready for mission.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Rosie (WS) (C): Comedy Drama; Rosalind Russell, Sandra Dee.

In the Heat of the Night (C): Drama; Sidney Poitier, Rod Steiger.

You Only Live Twice (WS) (C): Melodrama; Sean Connery, Akiko Wakabayashi.

The Spy in the Green Hat (C): Mystery Drama; Robert Vaughn, David McCallum.

Cool Hand Luke (WS) (C): Drama; Paul Newman, George Kennedy.

Robbery (C): Melodrama; Stanley Baker, Joanne Pettet.

The Hostage (C): Drama; Don O'Kelly, Dean Stanton.

The Hills Run Red (WS) (C): Western; Thomas Hunter, Henry Silva.

Hour of the Gun (WS) (C): Western; James Garner, Jason Robards.

Last of the Renegades (WS) (C): Western; Lex Barker, Anthony Steele.

A Man For All Seasons (C): Drama; Wendy Hiller, Paul Scofield.

The Mummy's Shroud (C): Melodrama; Andre Morell, John Phillips.

The Ballard of Josie (WS) (C): Comedy Western; Doris Day, Peter Graves.

Games (WS) (C): Drama; Simone Signoret, James Caan.

Bonnie and Clyde (C): Melodrama; Warren Beatty, Faye Dunaway.

The Destroyers (C): Adventure Drama; Richard Egan, John Ericson.

Maroc 7 (WS) (C): Melodrama; Gene Barry, Elsa Martinelli.

Gentle Giant (C): Drama; Dennis Weaver, Vera Miles.

The St Valentine's Day Massacre (WS) (C): Melodrama; Jason Robards, George Segal.

Matchless (C): Melodrama; Patrick O'Neal, Ira Furstentburg.

Project Transfer: Guideline from Military to Civilian Life

GUIDING honorably discharged servicemen into civilian employment is a concern shared by the President, the armed services and agencies of federal, state and local governments.

The most concerned of all, of course, is the serviceman himself. He wants to know what civilian jobs are available and whether he is qualified for the job he seeks. He also wants to know where the jobs are and how he can get one.

When it comes to locating a civilian job, Navy men are fortunate because most Navy-acquired skills have a direct application to civilian occupations. What's more, Navy ratings can easily be equated to civilian jobs simply by consulting the Labor Department's *Dictionary of Occupational Titles*.

Despite this primary advantage, Navy men entering civilian life frequently are uncertain concerning the kind of work they should do, what jobs are available, the training and education they need and how to acquire this education and training.

To provide guidance for men facing these problems after separation, the Navy has established a program appropriately called Project Transition.

Under the program, short-timers from Fleet units and overseas bases can be transferred to one of 14 transition sites (see box) from 10 to 90 days before their active obligated service expires.

Navy men returning from Vietnam with six months or less of obligated

service remaining may receive training at a transition site for as much time as they have left.

The process of becoming a Transition Trainee begins six months before the end of a man's obligated service when he is interviewed concerning his intention to reenlist.

Those who select separation rather than continued Navy service will then be interviewed concerning their need, as civilians, for further education and training. Consideration will also be given to selecting a domicile where employment is available.

During their interviews, transition counselors can ascertain the departing Navyman's need for education and training to suit him for a civilian job.

The Navyman also learns things from these interviews. He learns, for example, what training is available at transition sites and about training offered by industry, business and labor organizations at or near the place he selects as his post-service home.

Before being discharged, each Navyman will also learn, through counseling, what benefits are available to him through GI legislation and how he can obtain these benefits.

His counselors will also show him what employment opportunities exist throughout the United States and inform him of placement services available through the U. S. Employment Service as well as other public and private employment organizations.

Although all about-to-be-separated Navy men will receive counseling and job referral services, selection for training at a transition site will depend first upon whether a man wants the training. If he does, he will be given a priority (see box) and measured for aptitude and interest, after which his place of civilian residence will be considered in relationship to the availability of employment. The kind of training and/or education he needs to acquire the job he wants will also be considered.

Men ordered to a transition site will be scheduled for training at existing Navy facilities or under the auspices of public and private agencies.

On-the-job training will be em-

ployed ashore when a direct relationship exists between a Navy skill and its civilian counterpart occupation. Formal Navy school courses will also be used to instruct men in civilian skills provided there are quotas available.

In subjects where there is insufficient demand to start a class, self-paced learning will enable trainees to study on their own time.

In many occupations, there is such a great demand for workers that federal, state and local governments provide free training. The Department of Health, Education and Welfare, for example, trains men for occupations which Department of Labor surveys indicate are in great demand.

When the Department of Health, Education and Welfare or state agencies find that military training programs are not geared to meet civilian job requirements, it furnishes instructors and courses to build upon Navy training, thereby satisfying the standards demanded by specific jobs in the civilian economy. This, however, depends upon funds being made available for such purposes and coordination with the Department of Labor.

Getting a job is, of course, the most important consideration for the recently discharged Navyman and Project Transition has a number of contacts which offer employment.

For example, the Post Office Department, the Civil Service Commission and the civilian personnel

Billups E. Lodge, CDR, USN



"It's just my luck that it was my billet that had to be civilianized."

Melville C. Murray, LT, SC, USNR



"Now this is what I call civilian substitution!"

agencies of the military department all maintain surveys to determine vacancies which former servicemen can fill.

The Navy is emphasizing education for its departing men and Project Transition will provide a man's last chance at Navy education before separation.

For those having the qualifications to enter college, last-minute Navy education is less important than to those without a high school diploma or a high school equivalency certificate (GED).

The reason is simple. The man who has GED qualification or a high school diploma before his discharge can better exploit the educational opportunities offered through the GI bill.

Completion of Navy correspondence courses will help strengthen skills acquired by departing Navymen regardless of their formal education background.

The entire training program of Project Transition will be tied directly to placement. Skills are in demand and nobody will be trained for a job that does not exist.

Navymen making the transition from military life today have the advantage of doing so in an era of prosperity when there are plenty of jobs available for trained men—with emphasis on the word trained.

Project Transition furnishes a final opportunity to Navymen who feel they are insufficiently prepared for the civilian employment market to achieve the civilian skills they need before being discharged. Responsibility for entering the Transition Program, however, lies strictly with the Navyman who is about to be separated from the service.

The first transition sites have been distributed throughout the country to accommodate the most Navymen possible. The present sites are located at:

NavSta Washington, D. C.

NavSta Newport, R. I.

NavSta Philadelphia, Pa.

NavSta Norfolk, Va.

NavSta Charleston, S. C.

NAS Jacksonville, Fla.

NavSta Key West, Fla.

NTC Great Lakes, Ill.

NavSta San Diego, Calif.

NavSta Long Beach, Calif.

NavSta Treasure Island, Calif.

NSC Puget Sound, Wash.

NAS Pensacola, Fla.

NAS Corpus Christi, Tex.

As mentioned before, Project Transition is voluntary. No Fleet or overseas personnel will be ordered to a site for training unless he applies for the program and is eligible to be separated under honorable conditions.

Navymen seeking official guidelines concerning transfer to Project Transition can find them in BuPers Inst 1510.106, paragraphs 1d and 2. This reference applies to men who are based at shore installations within the United States.

Article C 10317 of the BuPers Manual contains guidelines for transferring a man more than 10 days before his separation.

Several factors will affect the amount or type of formal training received by transition trainees. A priority system has been established to screen those most in need of formal training. Preference will be given to men who:

- Were disabled in combat operations.
- Are not eligible to reenlist.

• Entered the service with no civilian skill and did not acquire a military skill which may be related to a civilian occupation.

• Have a civilian related skill and desire to upgrade this skill.

• Wish to change existing civilian related skill.

All transition trainees will be interviewed and counseled and transition counselors will provide training job referral information before separation. Each person also will be assisted in preparing a resume for job referral usage.

New Home for Finance Center

The Navy Finance Center has moved from its old headquarters in downtown Cleveland, Ohio, and is now located in Cleveland's New Federal Office Building. If you wish to contact NFC, you should use the new address or appropriate telephone number as follows:

Correspondence—

Commanding Officer
Navy Finance Center
New Federal Office Building
Cleveland, Ohio 44199

Telephone (Area Code 216)—

Allotment or Bond Information—
522-5705 (Autovon Code 232-5705)

Naval Reserve Drill Pay Information—
522-5519 (Autovon Code 232-5519)

Retired/Retainer Pay Information—
522-5530 (Autovon Code 232-5530)

The Finance Center provides many financial services for Navymen and dependents. On request, NFC processes allotment checks for family support, savings bond purchases, insurance premiums and savings accounts. During a recent one-year



DON'T ICEolate that copy of ALL HANDS Magazine. Remember it is intended for 10 Navy readers—so pass it on.

period, NFC had more than one million accounts and processed checks in amounts totaling over \$1.5 billion.

The Center also audits financial reports from ship and overseas activities, pays annuities, settles claims for arrears in pay, collects for overpayments and pays retired Navymen and Fleet Reservists. In addition, NFC regularly examines the records of ship and station disbursing offices. The Center has a staff of approximately 900 officers, enlisted men and civilians.

Twin Palms Has New Look

The Twin Palms, a Senior Petty Officers' Mess (Open) at the Naval Station Annex, San Juan, Puerto Rico, has been recently reopened after a complete rehabilitation. Many patrons have called it one of the finest such club facilities in the Caribbean.

This club, which serves personnel of all services in pay grades E-5 through E-9, is operated under the regulations of the Bureau of Naval Personnel.

The traditional ribbon-cutting ceremony to open the club was a joint effort. The ribbon was cut by the commanding officers of San Juan Naval Station, the Marine barracks, and the U. S. Army Forces Southern Command, Puerto Rico.

The Twin Palms accommodates 600 persons and has a staff of 28. In addition to two club pubs, there is a Windjammer dining room, and a Hidden Harbor party room.

Standing Room Only

Many bachelor Navymen and not a few of their shipmates who are family men crowded into USS *Wright's* (CC 2) crew's lounge recently to hear about the goals, responsibilities, and problems of married life. The big communications command ship's extensive education program was recently expanded to include this form of counseling.

Following opening remarks by the ship's commanding officer, a Reserve chaplain on two weeks' active duty opened the series of five presentations with the topic, "Problems Encountered in Teenage Marriages."

The great interest he sparked was evident in the second day's attend-

Leroy E. Jones, LTJG, USN



"... and then he said, this is port side, see?, you can see the port!"

ance for the topic, "Goals of Marriage." The second talk also was delivered by a Reserve chaplain.

The ship's chaplain discussed marriage problems applicable to personnel on duty in the Navy. Next in the series was a talk by the ship's medical officer on physical aspects of marriage. This was followed by *Wright's* supply officer, with a report on financial affairs in marriage.

A goal of the series is to make young Navymen more aware of the privileges and responsibilities of marriage, and to assist older married petty officers in the counseling of the younger men.

A similar series of premarriage counseling lectures was held aboard *Wright* last February. It was so successful that the CO decided to offer another clinic of the same nature. And if "standing room only" is any indication of the success of anything, this series may have to be offered again in the near future.

NUC for VP 22

Patrol Squadron Twenty-Two (VP 22) has been awarded the Navy Unit Commendation for antisubmarine warfare operations conducted in the North Pacific last year.

A citation which accompanied the NUC stated that VP 22 advanced the art of ASW during the operations held from 22 January to 22 Mar 1967.

All VP 22 personnel who participated in the operations are authorized to wear the NUC ribbon.

It's New: Meritorious Unit Commendation

• **MUC**—A growing number of ships and other units active in Southeast Asia have received the Meritorious Unit Commendation, an award established last year to recognize valor and meritorious performance under either combat or noncombat conditions.

The MUC joins the Presidential Unit Citation (PUC) and Navy Unit Commendation (NUC) as authorized unit awards and, for precedence, ranks immediately below the NUC.

Generally, those persons permanently assigned or attached to the unit and who were actually present and participated in the action for which the unit was commended are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. In keeping with the other unit awards no medal is authorized for the MUC.

Recent changes to the *Awards Manual* give details on MUC eligibility, award authority, and related administrative procedures.

It is awarded as follows: "In the name of the Secretary of the Navy

to any ship regardless of size or type, a Marine Regiment, Naval Construction Battalion, a Navy Air Wing, or Marine Air Group, or other unit of the naval service, or any component which has distinguished itself, under combat or noncombat conditions, by either valorous or meritorious achievement which renders the unit outstanding compared to other units performing similar service." It rates just after the Navy Unit Commendation.

This award may also be conferred upon units of other armed forces of the United States and of friendly foreign nations serving with the armed forces of the United States.

The directive authorizing the MUC says, in justifying this award, "the service performed as a unit must be of a character comparable to that which would merit the award of a Bronze Star Medal (or achievement of like caliber in a noncombat situation) to an individual."

A bronze letter "V" is authorized as a Combat Distinguishing Device earned for combat performance.

TURN THE PAGE—IF *This Report*

THE CONSEQUENCES of a discharge under conditions other than honorable have been underlined in a directive that may help some misguided individuals think twice before looking for a quick way out.

A forthcoming BuPers Notice reminds the Fleet of the Benefits that may be lost because of dishonorable, bad conduct and undesirable discharges, and emphasizes with case histories the family, social and employment problems that invariably result from these types of discharge.

Although the great majority of Navy men and women need no reminder of the importance of honorable service, a few still believe the unfavorable discharge is a quick, easy way out of the service and into an opportunity-filled civilian life.

However, those who pursue and receive the less-than-honorable discharge usually find an unfriendly and unsympathetic atmosphere, particularly when looking for work. It seems that nobody wants to hire a man who left the service under a cloud. It's like having a felony record.

The new directive on adverse discharges was written in an effort to clear up certain misconceptions. The most common misconceptions (repeat) MISCONCEPTIONS:

The DD, BCD or UD can easily be changed to honorable (or under honorable conditions) at a later date.

WRONG. Once a discharge has been executed, it may be changed

only if a study shows it was unjustly or erroneously directed.

Persons discharged under other-than-honorable conditions are later permitted to reenlist.

WRONG. Exceptions are sometimes made under special meritorious circumstances, but only after a lengthy time lapse coupled with an exemplary civilian record supporting the request for another chance.

Confinement activities can be depended upon to recommend that a punitive discharge be remitted and the man be placed on probation.

WRONG. Punitive discharges are remitted on a probationary basis only when there is a marked change in the prisoner's attitude and service potential as observed in confinement.

A discharge under less-than-honorable conditions is not a severe reflection upon the individual and will not seriously affect a civilian career.

WRONG. This misconception is considered the most serious. An adverse discharge may disqualify a man from receiving most of the veterans' benefits designed to assist him in reestablishing a civilian career. Education rights, apprentice training, federal vocational rehabilitation, hospital care, and service-connected disability compensation are among the many benefits that may be forfeited.

Civilian employers will more often than not turn down the job ap-

plication of a man who received a less-than-honorable discharge. Other prejudices in civilian life have been cited in numerous requests to the Navy for changes in the character of unfavorable discharges. Typical statements are: "Unable to get a job;" "Would like to get married but don't feel that I can with this type of discharge;" "Every time I get a job and my employer finds out about my discharge, I get fired;" "I can't get bonded."

It's true that many who have received less-than-honorable discharges have found employment. However, the prospects for advancement to positions of responsibility and trust

There's Nothing

THE NAVY DISCHARGE REVIEW BOARD, and the Board for Correction of Naval Records, often receive requests from former Navymen who want their unfavorable discharges changed. Here are some excerpts from letters:

• I enlisted when I was 18. I hadn't got along with my parents, and didn't like my hometown. I wasn't happy and had no goals, but figured the Navy had plenty of appeal for a fast operator like myself.

I got along pretty well until my ship returned to the States after a tour overseas. I got into some big trouble while drinking, and received a general court-martial.

After my release from the brig, I

A LESS THAN HONORABLE DISCHARGE CAN RESULT FROM :



● ALCOHOLISM



● USE OF DRUGS



● CIVIL OR MILITARY
POLICE INCIDENTS

Does Not Concern You

are severely jeopardized.

In other words, many jobs the average citizen takes for granted are not available to the person who has used his time in the service to burden himself with an inferior discharge. This can be expected to summarize the thinking of an employment officer: For a good job where there's competition, why take a chance with a man who has shown himself to be unreliable in the service when there are many with a fine record to select from?

Commanding officers have been told to make sure all hands are aware of the consequences of a less-than-honorable discharge. The new direc-

tive on the subject recognizes that a few immature men—the so-called UD and BCD “strikers”—usually have no real conception of the lasting stigma that accompanies an unfavorable discharge.

A reprint of the ALL HANDS chart, “Federal Benefits Based Upon Type of Discharge,” NavPers 1740/3 (10-67), is available. The charts may be requisitioned from Cog I Stock (S/N 0105-902-9030) through the Naval Supply System, using MIL-STRIP Form DD 1348.

If you want a closer look at the consequences of a punitive discharge, ask your personnel office to see BuPers Notice 1626 series.

Discharges To Avoid

These are the three types of discharge which may be ordered under conditions other than honorable:

- Dishonorable—May be ordered only by approved sentence of a general court-martial.

- Bad Conduct—May be ordered by approved sentence of a general or special court-martial.

- Undesirable—May be directed by administrative action of the Chief of Naval Personnel for reasons of unfitness or misconduct. (The *BuPers Manual*, articles C-10311 and C-10312, cites the authority to issue an undesirable discharge.)

like a Case History — to Prove Your Point

was put on another ship. I went AOL and got the BCD I wanted.

I didn't sweat it. I was 19, free from military obligation, and figured that I really had it made.

When I got home I started learning the facts of life. At first, I had an awful time finding a decent job, and when I finally did, my employer found out about my BCD and fired me. That was just the beginning of my troubles—10 years ago—and that BCD has been dogging me ever since.

The next letter is from a man who went out with an undesirable discharge.

- Now I fully realize the serious-

ness of receiving an “UNDESIRABLE DISCHARGE”—I hope the Board will be merciful in reviewing my request to have it changed.

Being immature, I did not know the horrible effect it would have on my life and on my parents. I am sincerely sorry for the trouble that I have caused the Navy.

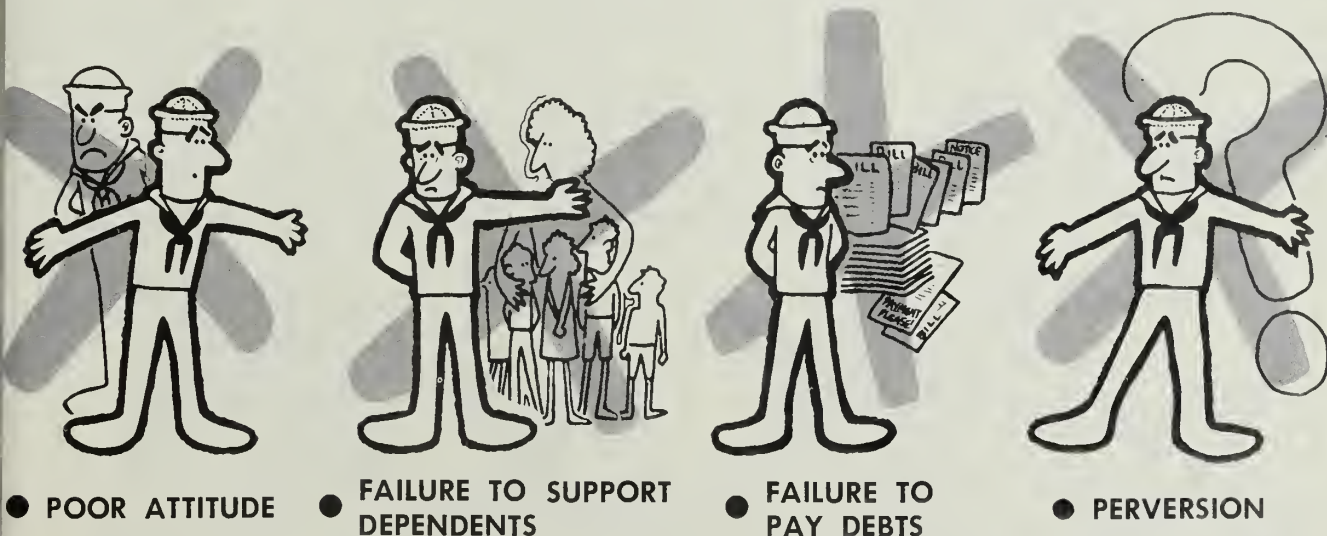
When I arrived home, I thought the world was wonderful, and that I could get a decent job with a decent wage in order to help my parents. I received the shock of my life—a reputable company would not hire me due to the nature of my discharge.

So far, I have worked at a ham-

burger stand, in a motel kitchen, and now I am working at a gas station—I work from 8:30 a.m. to 10:30 p.m. I would very much like to further myself, but my discharge will make this impossible.

I have registered with the Draft Board here but, due to the Undesirable Discharge, I was given a 4F classification. In order to have the 4F changed, I was told by the Draft Board I would have to have my discharge changed. Under my circumstances, it is shameful to have a 4F classification.

I am remorseful—very much so—please, please help me.



HERE ARE EXCERPTS from several other letters:

- I've been married now for five years and have two little girls. I don't know what I'll tell them when they're old enough to ask questions about my past—and my UD.

- I have been living as clean a life as I know how, but it's not a happy life when you have something like a BCD hanging over you.

- My mother refuses to see me.

- My father suggested I write to the Navy in the hope that maybe you could do something for me. I am not asking to be let off easy. I would gladly serve in the Navy again if it would wipe out my UD, and if the Navy would have me back.

UNFORTUNATELY, the reviewing authorities are guided by the facts causing the discharge, not by the shame, embarrassment and problems that follow. In the above cases, and many others, the unfavorable discharges were not changed.

However, not all "problem personnel" cases have unhappy endings. For example, approximately five years ago the brig at the naval station in Boston, Mass., documented the cases of two prisoners. One was a "discharge striker" who wanted out. The other accepted guidance before it was too late. Here are their stories, as told to ALL HANDS by the naval station CO:

"We have a number of men confined for court-martial sentences. Some of these men are repeaters. Some are determined to secure a discharge and are more than willing to accept a BCD or a UD.

"However, thanks to our prisoner counseling and education program, we are often pleased to see some of the men redirect themselves toward more purposeful lives.

"The results of two different attitudes were shown here recently.

The first was in the following letter:

'Dear Sir: I am a former prisoner of your brig who would like to tell you what has happened to me since I was kicked out of the service. Perhaps you will be able to help someone who is headed in the same direction I took.

'First, I went back home and tried unsuccessfully to pick up where I had left off. Most of my buddies were themselves in the military. When one would come home on leave and I would see him on the street, he would ask me how I managed to get out of the service so soon. It wasn't long before I had no friends.

'My parents were grieved at what I had done and seemed to lose all respect for me.

'I've tried to find a job, but never know how to handle the job application questions dealing with service completed and type of discharge.

'I realize now that I have no one to blame but myself. I messed up my whole life because of a period of immature behavior and poor attitudes. I failed my service, my family and friends, and, most important, I failed myself.

'When a prisoner tells you he doesn't care how he gets out of the service, as long as he can get out, tell him about this former sailor who thought he knew all the answers, but found out too late he didn't know anything at all.'

THE SECOND former prisoner, whom we'll call David Doe, EM3, demonstrated that the stigma of a court-martial can be overcome.

"Doe had been stationed on a destroyer. His immediate superior was a first class petty officer with whom he had a personality clash. For one year, Doe worked under conditions which, to his way of thinking, were unfair. His efforts to re-

solve the difficulty only met with what was, in his opinion, further harassment.

"Finally, Doe decided to solve the problem in his own way. He ran.

"While AOL he took a job chopping wood. He earned little more than enough to feed himself. Disillusioned, Doe remained absent until, in his own words, 'I felt my life was over, and I knew I had to face the music. I decided to get it over with.'

"Doe turned himself in, was tried by special court-martial, and was sentenced to two months, confinement and forfeiture of \$100 a month for two months.

"During the first stages of his confinement, Doe resisted the efforts of our guidance counselors. He had no hope for the future and indicated that he did not care about anything.

"However, he soon began to respond to the counselors' efforts to reach him. He then began to see that even though he might not have gotten along with his immediate superior, his continued aloofness, hostile attitude and failure to cooperate could only result in other problems throughout life.

"Doe's response to rehabilitation was so rapid that his sentence was suspended and he was sent back to the Fleet. Less than a year later, he returned to the naval station as a visitor. He had made second class and was married, and said he couldn't be happier.

"This man went on by virtue of his own efforts, once he accepted the guidance that he should have sought initially. In less than one year he went from a brig cell to the responsibilities of a successful and respected petty officer."

If you've read this far, you know this report is not intended for you—you're too smart. But maybe there's someone in your outfit who doesn't have the word. Pass it on.

HERE'S WHAT A LESS THAN HONORABLE DISCHARGE MEANS TO THE INDIVIDUAL:

DISGRACE



UNEMPLOYMENT



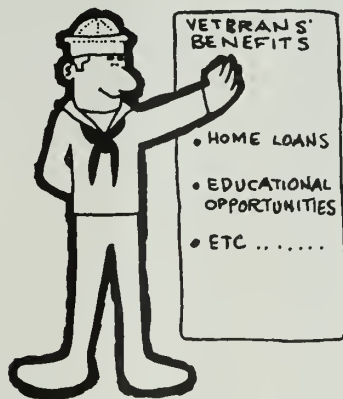
LOSS OF GI BENEFITS



SHAME TO YOUR FAMILY



AN HONORABLE DISCHARGE MEANS . . .



- VETERANS BENEFITS



- THANKS FROM YOUR COUNTRY, COMMUNITY AND YOUR FRIENDS



- A GOOD FUTURE



- TOP REFERENCE FOR THE REST OF YOUR LIFE



- GOOD EMPLOYMENT PROSPECTS



- PRIDE IN SELF

TAFFRAIL TALK

"THE ELEVATOR OPERATOR said he had never seen such a dive. I flipped over a couple of times, bounced off a lifeline and went in head first. I thought it was all over."

Airman Apprentice Michael H. Laursen was describing his 60-foot plunge off the flight deck of the carrier *uss Randolph* (CVS 15) into the Atlantic.

"I was going aft to elevator number three when it happened. I stepped behind a jet sitting in the 'pea patch' (area where planes are parked clear of the landing area). I thought its engine was shut off."

It wasn't. It blasted him over the side.

Laursen, a 19-year-old "blue shirt" on *Randolph's* flight deck, is a plane handler. His job is to secure or unfasten aircraft from their moorings as they are moved.

Randolph normally operates an antisubmarine air group, but on this cruise she was substituting for the training aircraft carrier *uss Lexington* (CVS 16) off the Florida coast. Student pilots were making qualification landings.

"As soon as I hit the water I started swimming away from the ship as fast as I could so the screws wouldn't suck me under," Laursen continued. "I've been swimming as long as I can remember in the lakes around Minneapolis, so I can swim pretty well."

"The sea was choppy, and the waves were about three feet above my head. It didn't take me long to lose sight of the ship. My jacket started getting heavy, and I was swallowing a lot of sea water."

Then Laursen saw the plane guard rescue helicopter from the carrier hovering over him.

"I felt much better. It seemed like I just swam far enough away to let the ship pass, then the helo was there. Just like it was all planned."

Minutes after he walked into the jet's exhaust, Airman Laursen was back on the flight deck. Resting below decks, he found himself glancing at a watch that still ran and lighting a cigarette with a lighter that still worked.

The next morning he was up on the flight deck handling aircraft as usual.

Just like it was all planned.

* * *

Extensive research in underwater voice communication is underway at the Naval Submarine Medical Center, at New London.

Aimed toward improving methods of oral communication in an undersea environment, the research will cover the areas of diver-swimmer communications; speech-enclosed environments (submarine, diving bells); and the effects of water immersion on verbal communications.

Topics to be studied include the "Donald Duck" effect (a distorted speech phenomenon produced in high-pressure atmospheres of gases other than normal oxygen-nitrogen air mixtures), and research into the restrictive effects of facemasks and other equipment on normal voice movements.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day lags), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: IN LINE**—With one customer loaded and another moving into position, Fleet oiler *USS Ponchatoula* (AO 148) prepares for another underway replenishment in the South China Sea.



CHARTING THEIR COURSE



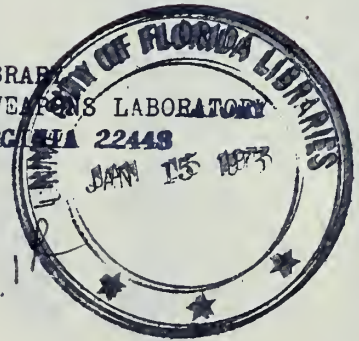
**Quartermasters:
Navymen of Responsibility**

★ ALL HANDS ★

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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• **FRONT COVER: COMBAT ART**—USS *Angler* (SS 240) pulls alongside a pier in this watercolor titled "Anchor Detail" done by combat artist Tom O'Hara. For more information on combat artists and the Navy's combat art program, check the article in this issue.

• **AT LEFT: AND AWAY WE GO**—Shooting flames from its afterburners, an F-4 Phantom launches from USS *Kitty Hawk* (CVA 63) while an A-4 Skyhawk is readied to launch.—Photo by Jim Falk, JOC, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



Neither Snow Nor Rain Nor Heavy

HELP WANTED

Young, skinny, wiry fellows, not over 18. Must be expert riders, willing to risk death daily. Orphans preferred. Wages \$25 per week.

THE qualifications for a U. S. mail rider which were outlined in this 1860 San Francisco newspaper ad-

vertisement may make Navymen in the postal rating suspect that mail carrying problems have decreased little in the past 108 years—they have only changed.

The Navy operates one of the biggest post offices in the world and its delivery problems are compounded

because the men to whom it delivers mail are literally here today and someplace else tomorrow.

There are also other factors which make the Navy's mail service unusual. For example, the places to which the Navy mail is sent are frequently not among the most populous or among the most accessible places on earth.

For instance, if you were a Navy mailman, you might wonder where to send letters addressed to the scientific party on Island T-3. The Navy Postal Service, however, knows that T-3 is an island of ice floating in waters north of Canada. The researchers on board receive their mail along with their supplies.

At the other end of the world, there is the wintering-over party at the South Pole Station. Mail for these men comes only on the morning delivery—but then, one must remember the night was six months long.

MAIL GETS THROUGH to Navymen in all parts of globe in this type weather.



ALL HANDS

GOING AROUND the earth in the other direction, there is literally no end to the places to which Navy mail is routed by the Fleet Post Offices. Letters fly from Spain, San Juan, San Francisco, Sasebo, Subic and Saigon.

The flow of mail to the Pacific area is the largest in the entire Naval Postal System and the name Saigon is the tip-off as to why. Much of the Pacific Navy rotates to and from Southeast Asia, making the responsibility for delivery there a heavy one.

The responsibility for administering the Navy's postal service in this area belongs to Commander Service Force, U. S. Pacific Fleet, and last year alone COMSERVPAC's postal organization routed and distributed about 42 million pounds of Pacific-bound mail which passed through the Fleet Post Office at San Francisco.

COMSERVPAC's work is complicated somewhat because the method of distributing mail through the Pacific area rarely, if ever, remains the same from one day to the next. Routes and priorities for mail are constantly changed to take advantage of available transportation.

This constant revision gives the



MAIL CALL—USS *Kitty Hawk* postal crew distributes mail to orderlies. Below: Mailbags for Seventh Fleet ships are unloaded from a COD aboard *Hornet*.

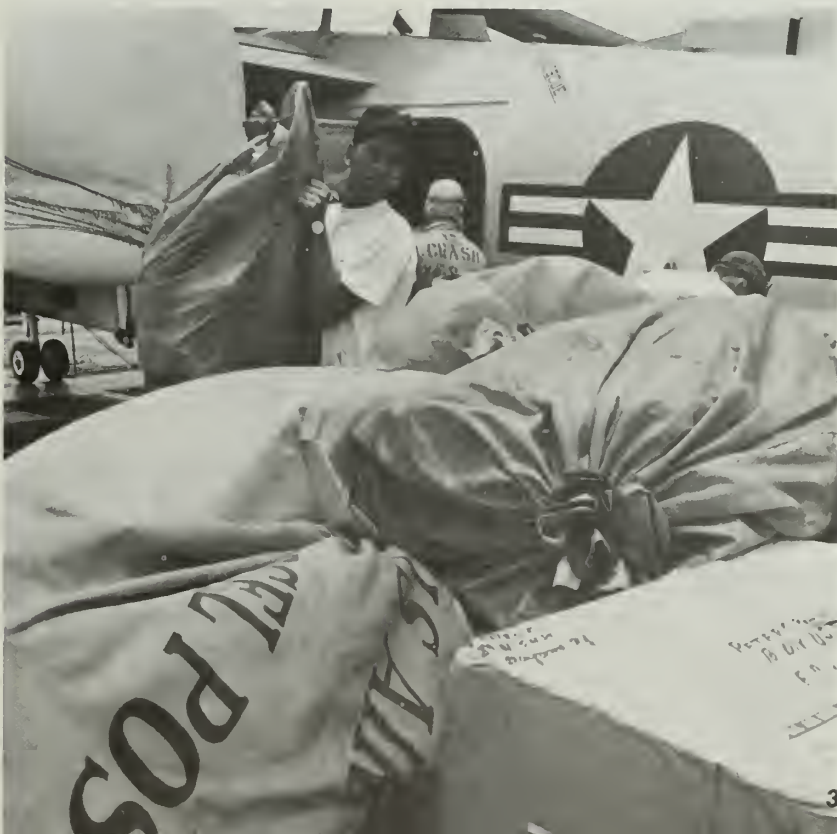
Seas . . .

Navy's mail service a flexibility which would be impossible if postal officers didn't take advantage of any and all opportunities to move the mail.

Letters and parcel post, for example, destined for units operating in the South China Sea frequently are delivered by UNREP ships, but when other ships are known to make contact with Navy units operating in the area, mail is placed aboard these vessels, too.

MAIL FROM the United States to Navymen in ships in the South China Sea and elsewhere overseas is handled by the U. S. Post Office Department as long as it is in the United States, and the postage paid on a letter carries it as far as the Fleet Post Office. From there, the transportation charges are paid by the Navy Department.

The highest transportation priority goes to air mail. This includes let-



ters, both official and personal which are marked "Air Mail," sound recorded communications and parcels.

The next highest transportation priority goes to military official mail. This includes official letters and parcels, both of which should be marked *FIRST CLASS—SPECIAL HANDLING*.

If any space remains in the plane after the air mail and military official mail is put aboard for ultimate delivery in Vietnam, still another type gets a break and is sent by air.

This is space available mail and includes personal first class letters, sound recorded communications having the character of personal correspondence, *FREE* mail en route from combat areas and personal parcels marked *SPACE AVAILABLE MAIL* or *SAM*. These parcels cannot weigh more than five pounds nor can they exceed 60 inches in "combined width and girth."

THERE HAS also been a fairly recent development in parcel mail transportation which is designed to speed

delivery across the Pacific. It is called Parcel Airlift or *PAL* and includes packages which weigh 30 pounds or less and in size do not exceed 60 inches in combined length and girth.

Such parcels travel by air as long as they are in the United States and, while en route overseas, they travel by air on a space available basis. The sender of a *PAL* parcel, however, need pay only the postage required for the parcel to reach the Fleet Post Office via surface transportation plus a flat charge of one dollar. If the parcel weighs upward to the 30-pound limit, this proves to be quite a saving to the sender.

Space available mail also includes weekly (or more frequent) news publications which are addressed to any Armed Forces post office in a combat zone and to overseas areas designated as hardship, isolated or combat support areas.

Mail which does not qualify for airlift is forwarded on the first available surface transportation.

By and large, there is enough

daily air transportation between the continental United States and the Navy's postal distribution points at Yokohama, Japan, and Subic Bay, R. P., to take care of all air mail, air parcel post, military official mail and most of the space available mail.

Yokohama, we might interject at this point, is the terminal which serves Japan, Taiwan, Okinawa and Korea. It takes from three to five days for a letter mailed in the United States to arrive in any of these countries.

Mail going from continental United States to units operating off the coast of Vietnam travels by air to Subic Bay, R. P., which is the clearing house for letters and parcels addressed to Navymen at the nine Operation Market Time stations as well as to other units operating in and around Vietnam.

THE MAIL destined for these locations is loaded on board *UNREP* ships which leave Subic Bay every three days. These vessels arrive at the first Market Time stop on the third day out of Subic Bay, proceeding northward through all their delivery points. On the seventh day, they arrive at a Yankee Station carrier operating near the Vietnamese demilitarized zone where they receive outgoing mail and return to Subic Bay.

Mail (which rates air transportation) for units operating north of Market Time Station One (the MT station farthest north) is flown directly to a Yankee Station carrier from the Naval Air Station at Cubi Point.

From the Yankee Station carrier, the mail usually is delivered by helicopters to other units on Yankee Station and to units operating in the Tonkin Gulf.

When delivery can't be made by helicopters, the mail is transferred from the carrier to an *UNREP* ship and delivered during normal underway replenishment.

Some space available and all surface mail going to ships on Yankee Station and north of Market Time Area One is loaded at Subic Bay on the Yankee Station-bound *UNREP* ship for delivery during underway replenishment.

One of the best ways of understanding how mail moves to the Pacific Theater is to trace a letter



Photos clockwise from above: (1) Wagonload of mail goes to Fleet locator post office. (2) Sorting the daily mail. (3) Welcome bundles of mail are stacked on *USS Independence* (CVA 62) flight deck. (4) Postal clerk checks customs declaration.





LETTERS GOING HOME are received from ships by Yokosuka Post Office. Right: Operating schedules are checked before dispatching ship's mail.



mailed at San Diego addressed to a unit operating on a Market Time station along the coast of Vietnam.

It takes about one and a half days for the letter to travel from San Diego to San Francisco's International Airport. This includes time consumed at the Postal Concentration Center in downtown San Francisco.

Two and a half days after the letter arrives at the San Francisco airport, it is in Subic Bay, R. P. This includes handling at Manila International Airport and the five hours required to travel between the airport and Subic Bay itself.

Between San Francisco and Subic Bay, the letter has crossed the international date line and the time element becomes somewhat twisted. To put it simply, however, the average time for a letter to travel between San Diego and Subic Bay is about five San Diego calendar days.

AT THIS POINT, delivery begins to slow down. In fact, one to four days must be added, depending upon the sailing date of the next UNREP ship.

We will say, for example, that the letter is addressed to a Navyman served by Market Time Station Nine (the MT station farthest south). The mail is received at MT Nine every third day, making the letter between eight and 11 days old when it reaches its destination. If the letter were going as far north as Market Time Station One, it would arrive from 11 to 14 calendar days after it was postmarked. Of this time, between six and nine days have actually been spent in transit after the mail arrived at Subic Bay. The rest was spent awaiting transportation.

Mail going to Navyman inside Vietnam arrives somewhat more speedily. There are three mail gateways to Vietnam—at Saigon, Da Nang and Cam Ranh Bay.

Air and space available mail to these points can be assured a reasonably rapid delivery, the usual transit time from San Francisco being from four to six days.

If the Navyman receiving the mail is stationed at one of these locations, he has it made—mailwise, at least. If the addressee is in the boondocks, however, delivery becomes difficult because of lack of transportation and sometimes because of weather—especially during the rainy season.

LETTERS destined for outlying points will reach their destination in from two to three days after leaving one of the gateway points. Second class mail and below is slower. In fact, it frequently takes from six to eight weeks for delivery of surface mail to all points in the Western Pacific.

The time consumed handling mail when it reaches the Postal Concentration Center at San Francisco, the Terminal Navy Post Offices at Subic Bay and Yokohama and one of the gateways to Vietnam is a factor in the delivery of mail overseas.

It may seem to some that time not spent in actual transit is wasted. Nevertheless, the mail must be sorted from time to time and this is done with great dispatch. The Naval Support Activity's Fleet Locator at Saigon's Tan Son Nhut Airport is a case in point.

Tan Son Nhut is the place at which all bulk mail arrives and is dispatched to every naval activity, base ship and detachment in the II,

III and IV Corps areas of South Vietnam—a job which means delivering tons of mail each month.

THE AREA for which the NavSuppAct Fleet Locator is responsible covers 65,948 square miles in which about 16,000 Navyman are located. Fifteen postal clerks work three shifts, 24 hours a day to distribute the mountains of mail they receive daily.

The mail is first sorted according to service branches at the air terminal. Navy mail is loaded on carts called corrals where it is sorted according to Naval Activities Groups.

After the mail is sorted according to naval activities, it is rebundled and bagged, then placed into APO and FPO numbered bins which correspond to the different naval activities in the country.

The mail is then dispatched on the first plane heading for the general area of the APO/FPO number bin in which it was placed.

Whether or not the plane belongs to the Army, Navy or Air Force is immaterial—the mail is placed aboard to move it in the fastest manner possible.

Mail addressed to detachments of the Naval Support Activity at Saigon provides an example of the remote locations to which letters and packages are sent—An Thoi, for instance, located on Phu Quoc Island in the Gulf of Thailand or the South China Sea's Con Son Island and its remote



BROWN-SHOE MAILMAN—Most ships at sea receive mail by helicopter or by highline from another ship.

radar site, where 13 men are waiting for a letter from home.

LETTERS and parcels delivered to men in the boondocks are picked up on arrival by a handful of postal clerks who strap on their guns, get into their trucks and drive through areas frequently infested with Viet Cong to meet the mail plane at some small, dirt runway.

KNOCK OFF SHIP'S WORK—Time to read and answer those important letters.



When the plane discharges its cargo, the postal clerk loads his truck and returns to his detachment with letters from home and packages full of goodies the jungle fighters haven't seen for quite a while.

Remote locations, bad weather and limited transportation all conspire to slow the mails in Southeast Asia but, if there is a disadvantage in slow delivery, there is at least something which could be taken for a silver lining behind the cloud.

As most Navymen know, members of the armed forces are authorized free use of the mails in some areas and Vietnam is one of these areas.

SINCE MOST Navymen are accustomed to the use of stamps rather than the franking privilege, it might be well to note the following ground rules which apply to free mail:

- To be free, the mail must be first class. This includes postal cards, and sound recorded communications having the character of personal correspondence, as well as letters. Pictures, clippings and similar items which are incidental to the message of the letter sent may be enclosed.
- The word *Free* must be written in the upper right-hand corner of the envelope in the sender's own handwriting and the sender's name, service number, grade and complete mailing address must appear in the envelope's upper left-hand corner.
- Navymen hospitalized by dis-

ease or injuries received in combat zones as a result of military service or operations in a combat zone are entitled to the use of free mail.

• Letters to addresses in foreign countries can be sent free. Envelopes will not, however, be marked *Free* as they would if being sent to the United States. Instead, they must bear in the upper right-hand corner of the address side the mechanically printed or rubber-stamped statement, *Postage Paid—Port Paye*. (The last two words are French.)

If the sender wants to use airmail service for letters addressed to foreign locations, air mail envelopes must be used.

Although a flood of Navy mail passes through the port of San Francisco on its way to the Pacific area, the amount which passes through the Fleet Post Office at New York could hardly be considered a trickle. Last year alone, for example, it handled well over eight million pounds.

The area covered by the New York Fleet Post Office includes the east coast of the United States and Canada (including Great Lakes ports), the Panama Canal Zone and all of South America, Africa, Europe and that part of Asia west of 100 degrees east longitude.

SINCE MOST of the Navy mail delivered in the Atlantic area is sent to men in ships, a constant review is made of Atlantic Fleet operations schedules, exercise operation schedules and ship movement reports before any mail is routed.

Fleet message traffic is also checked each day for ship movements. This includes all U. S. Navy ships, all merchant shipping under the Military Sea Transport Service control in the Atlantic and all U. S. Coast Guard ships operating with the Navy.

Mail destined for a shore station is sent by commercial airline, truck or train—depending upon the mail's classification and destination.

At sea, an aircraft carrier usually serves as a floating post office, receiving mail flown to it, distributing letters and parcels to the carrier crew as well as sending it on to smaller ships in company.

While the Fleet Post Office at San Francisco is currently preoccupied with meeting the extraordinary demands placed on it by the situation in Vietnam, the New York Fleet Post Office has also been confronted with

unusual situations and met them with great élan.

WHEN A CRISIS arises in the New York FPO area, the demand for postal service increases as experience has shown in the Cuban, Dominican and Mediterranean crises of the past few years.

The postal crises have been solved in the past by the creation of a mobile post office directed by the Fleet Postal Officer and staffed by five enlisted men. These men are always available for immediate deployment from Norfolk to establish terminal postal facilities where such activities don't exist.

The Navy's postal system strives in every way to deliver a Navyman's letters to him in the least possible time and constantly seeks to improve service, particularly in the combat area of Southeast Asia.

Any improvement in service, however, is contingent upon the transportation available and, when service is improved, it usually is because a vigilant postal officer squeezes more from the transportation he already has.

Inasmuch as the time required to move mail within the United States and to overseas distribution points is predictable, it is of some advantage for Navy men and their families to learn the dates or frequency of mail pickups and deliveries at the various distribution points through which their correspondence passes. Letters, like travelers on trains, planes or buses, can also make schedules.

It is also easier on the nerves and tempers of both servicemen and the folks back home to recognize that a letter destined for a remote area in Southeast Asia's jungles will not be delivered as quickly as a letter directed to a street address in a city.

HOWEVER, if mail service in remote areas becomes unreasonably slow, it should be brought to the commanding officer's attention. There may be a breakdown in the system which has gone unnoticed and could be remedied.

Fortunately, the greatest cause for delayed mail delivery can easily be remedied. The reason is simply that a Navyman's correspondent frequently doesn't use the right address, thereby placing a burden on the postal service which the sender could easily have assumed himself.

A Navyman who finds his cor-



POSTAL CLERK 1st Class R. C. Brown, USN, mail supervisor of APO 96214, checks packages that are ready for distribution at local naval activities.

respondence is incorrectly, incompletely or illegibly addressed, should inform the writer of his error so it won't occur again and delay receipt of subsequent letters.

The young, skinny, wiry fellow who carried the mail over a hundred years ago probably couldn't have cared less if the letter in his saddle bag was properly addressed, nor did

his conscience burn if a stop for a short beer delayed his arrival at the western railhead until after the train had chugged eastward.

Nevertheless, he had his problems and it would be interesting if he and the Navy's postmen could determine whether saddle sores have been the only difficulty eliminated during the past century.

—Robert Neil.

Let Common Sense (and This List) Be Your Guide

Almost everyone knows that the U. S. mails cannot be used to transport certain articles and, although common sense would preclude mailing most prohibited items, others are not so obvious.

Again, some items may be mailed to certain areas and are prohibited in others. If your correspondents are in doubt concerning what may be mailed, they should consult their local postmaster.

Here is a list of types of articles which are generally excluded from the U. S. mails:

- Alcoholic beverages.
- Radioactive materials.
- Precious metals in an unmanufactured state.
- Pellet guns using compressed air or gas.
- Matches of any kind.
- Lighter fluid and lighters containing lighter fluid.

• Jewelry and watches having a value greater than \$10 are not excluded; however, they must be sent by registered mail if destined for an APO or FPO.

Cigarettes may be sent to some APOs and FPOs, and not to others. You should check with your postmaster.

Magnetic materials may not be sent by airmail because they might interfere with the plane's compass. Although they are permitted to travel by surface mail, your correspondents should bear in mind that most mail destined for APOs and FPOs usually goes by air mail.

Acceptance of firearms in the mail is determined by the area commander. You will have to do a little research here.

And bear in mind that living plant material may not be shipped into the United States. It may not be shipped to certain APOs and FPOs from the United States.



USS Bon Homme Richard (CVA 31)—NUC



USS Shasta

Heroism & Teamwork

THE NAVY's tradition of teamwork—at sea and ashore—is as apparent today as ever before. A growing number of ships and units have been cited with awards for service which ranges from exceptionally meritorious to heroic.

Unit awards to outstanding Navy and Marine Corps teams take three forms:

Presidential Unit Citation—The PUC is the highest single honor that may be bestowed on a ship or other Navy or Marine Corps unit. The PUC is awarded in the name of the President for outstanding performance in combat, and is considered equivalent to award of the Navy Cross to an individual. Two PUCs have been awarded to Navy and Marine Corps units since the beginning of the Vietnam conflict (see column at right).

Navy Unit Commendation—The NUC is awarded by the Secretary of the Navy to units distinguished by outstanding heroism in action, and to units distinguished by extremely meritorious service in support of military operations. The NUC awarded to a ship or other unit is considered equivalent to the Silver Star Medal or Legion of Merit awarded to an individual.

Meritorious Unit Commendation—The MUC, also awarded by the Secretary of the Navy, was established last year to recognize valor and meritorious performance under combat or noncombat conditions.

The MUC ranks immediately below the NUC.

Individual Navymen who serve with a cited unit during the period prescribed for a unit award are entitled to wear the PUC, NUC or MUC ribbon bar, as appropriate. There are no medals associated with unit awards.

During recent years, most unit awards have gone to ships and units that have been serving in combat or otherwise supporting operations in Southeast Asia. Outstanding teams singled out for unit awards since the last BuPers listing (*ALL HANDS*, July 1967) include:

Presidential Unit Citation

A detachment of *Mine Squadron Eleven* and the *Third Marine Division* have received the highest of unit awards, the Presidential Unit Citation.

Detachment *Alfa* of *Mine Squadron Eleven* was cited with the PUC for heroic service between June 1966 and February 1967 when the minesweepers kept the Long Tau-Saigon channel open to MSTs and friendly merchant ships.

Only one merchantman was lost to an enemy mine, despite the fact the naval forces had not previously engaged in river warfare of the type encountered in Vietnam.

The PUC citation stated, in part, that "under constant threat of mines exploding under their small craft,

and ambushes by Viet Cong insurgents, the detachment developed new concepts and tactics to carry out a hazardous mission.

"Enemy ambushes, launched from concealed positions on both sides of the river, often brought the detachment under fire. Disregarding the perils, the detachment often maneuvered the lightly armored and armed craft to within point-blank range of enemy fire and continued conducting minesweeps."

The *Third Marine Division (Reinforced)* was awarded the PUC for extraordinary heroism and outstanding performance in action against the North Vietnamese Army and Viet Cong forces during the period from March 1965 to September 1967.

The Division successfully executed 80 major combat operations, and in carrying the battle to the enemy captured thousands of tons of weapons and materiel.

The unit also participated in more than 125,000 offensive counter-guerrilla actions ranging from squad patrols and ambushes to company-sized search and destroy operations. The Division repeatedly distinguished itself during battle with hostile forces.

Navy Unit Commendation

USS Bon Homme Richard (CVA 31) and *Attack Carrier Air Wing Twenty-One* (CVW 21)—Cited with



(AE 6)—MUC



USS Edson (DD 946)—NUC

It's a Tradition

the NUC for their joint combat operations between February and July 1967. During a period of 111 days, while faced with adverse weather, enemy aircraft, antiaircraft fire, and surface-to-air missiles, the crew of *Bon Homme Richard* and her carrier-based aircraft succeeded in important missions against the enemy's power output and its logistic line of communication.

Inshore Fire Support Division Ninety-Three, consisting of *uss Carronade* (IFS 1), *Clarion River* (LSMR 409), *Saint Francis River* (LSMR 525) and *White River* (LSMR 536)—Awarded the NUC for exceptionally meritorious service in support of friendly forces during combat operations from April 1966 to May 1967. The team's fire support action against the enemy was unsurpassed for a relatively small unit.

For a report on this Navy team of ships, see the March issue of *ALL HANDS Magazine*, page 18.

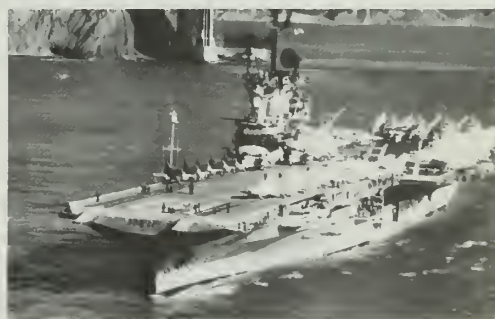
Harbor Clearance Unit One—Awarded the NUC for 24 hazardous diving and combat salvage operations between February 1966 and March 1967. A citation stated that *Harbor Clearance Unit One* faced hostile fire and major obstacles including heavy seas, strong tidal currents and zero visibility while accomplishing underwater tasks which included: salvage; harbor and river

clearance of damaged vessels of all sizes; searches for suspected limpet mines; and recovery of aircraft wreckage and enemy ordnance.

uss Eldorado (AGC 11) received the MUC for her part in 12 combat actions on Vietnam beaches. The amphibious flagship was a focal point for command and communications, and met every commitment during operations which put her at sea 70 per cent of the time. *Eldorado* operated at high speeds with little time for upkeep, and processed massive quantities of message traffic.

uss Hancock (CVA 19) and squadrons of *Attack Carrier Air Wing Five* (CVW 5) embarked in *Hancock* were awarded the MUC for combat action in the Tonkin Gulf during the carrier's latest (and third) tour in the combat zone. The combined strength of *Hancock* and the air wing resulted in successful strikes against heavily fortified military and logistic installations and lines of communications. *Hancock* had won the NUC for earlier cruises in Vietnam waters.

uss Tutuila (ARG 4) won the MUC after providing logistic support during the buildup of counter-insurgency forces in Vietnam from July 1966 to September 1967. The internal combustion engine repair ship's citation stated: "Although faced with a minimum of resources,

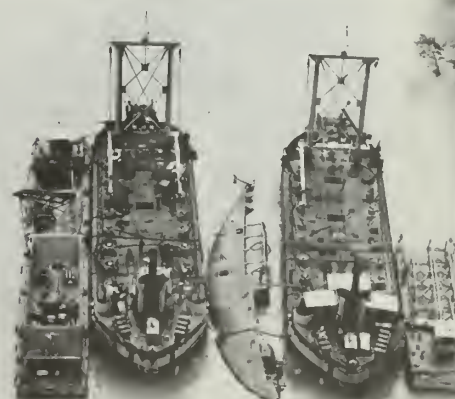


USS Hancock (CVA 19)—NUC



USS St Francis River (LSMR 525)—NUC

Harbor Clearance Unit One—NUC



and while conducting sustained repair operations and resupply at an exposed anchorage, *Tutuila* provided logistic support to a wide variety of ships and craft assigned to the various naval units deployed in defense of the Republic of Vietnam."

USS Edson (DD 946) received her MUC after conducting fire support missions during combat operations between February and July 1967. In the face of intensive gunfire from coastal enemy sites, the destroyer inflicted severe damage on military installations, lines of communications, waterborne logistics craft and storage sites. During Army and Marine Corps operations and amphibious landings, *Edson* provided naval gunfire support on 293 tar-

gets and frequently came under hostile fire. On one occasion, after receiving a direct hit which caused material and personnel casualties, *Edson* completed her mission and continued fire which suppressed enemy batteries. CDR Jay Vermilya, USN, commanding officer of the destroyer, was awarded the Bronze Star Medal. CDR Vermilya and nine *Edson* crewmembers were awarded the Purple Heart.

Additional NUCs

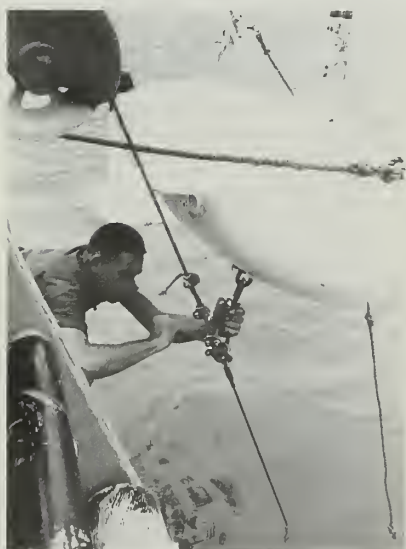
Other recent recipients of the Navy Unit Commendation, and periods of service for which the awards apply, are:

Repose (AH 16)

22 Feb 1966-8 Feb 1967



Mine Squadron Eleven for Operations on Long Tau-Saigon channel.



Minemen rig for sweep of Long Tau River.

Ticanderaga (CVA 14) and Attack Carrier Air Wing 19 (CVW 19)

28 Oct 1966-21 May 1967

Kitty Hawk (CVA 63) and Attack Carrier Air Wing 11 (CVW 11)

4 Dec 1966-28 Apr 1967

Halsey (DLG 23) and *Tawers* (DDG 9)

31 July-6 Sep 1966

1 October-6 Nov 1966

Staddard (DD 566)

18 January-5 Feb 1967

8-29 Mar 1967

Underwater Demolition Team 12 (UDT 12)

29 Aug 1966-3 Mar 1967

Hadda (SSN 604)

A period in 1966

Enterprise (CVAN 65) and Attack Carrier Air Wing 9 (CVW 9)

18 Dec 1966-20 Jun 1967

Fleet Air Wing 10, consisting of Patrol Squadrons 9, 19 and 47

19 March-1 Apr 1967

Task Group 32.1, consisting of Commander Fleet Air Wing 2 and staff; Patrol Squadrons 6 and 28; and detachments of Patrol Squadrons 9 and 47

31 January-8 Mar 1967

Pollack (SSN 603)

A period in 1967

Patrol Squadron 22 (VP 22)

22 Jan-22 Mar 1967

Meritorious Unit Commendation

The following is the latest available listing of ships and units awarded or recommended for the Meritorious Unit Commendation. Note that ships, units and eligible personnel may appropriately display the award after notification of approval by the Chief of Naval Operations. This applies even though official promulgation of individual awards may not have been made by the Chief of Naval Personnel.

Amphibious Ready Group Bravo

Benjamin Stoddert (DDG 22)

Canberra (CAG 2)

DuPant (DD 941)

Edson (DD 946)

Eldorado (AGC 11)

Fleet Intelligence Center, Pacific

George K. Mackenzie (DD 836)

Hancock (CVA 19)

Inshore Undersea Warfare Group 1 (WestPac Det.)

King (DLG 10)

Long Beach (CGN 9)

Mortan (DD 948)

Naval Beach Group 1 (WestPac Det.)

U. S. Naval Magazine, Subic Bay

Naval Nuclear Power Unit, Ft. Belvoir, Va.

U. S. Naval Ship Repair Facility, Subic Bay

Oceanographic Systems, Pacific (TG 30.4)

Officer in Charge of Construction, RVN

Okinawa (LPH 3)

Ozbourn (DD 846)

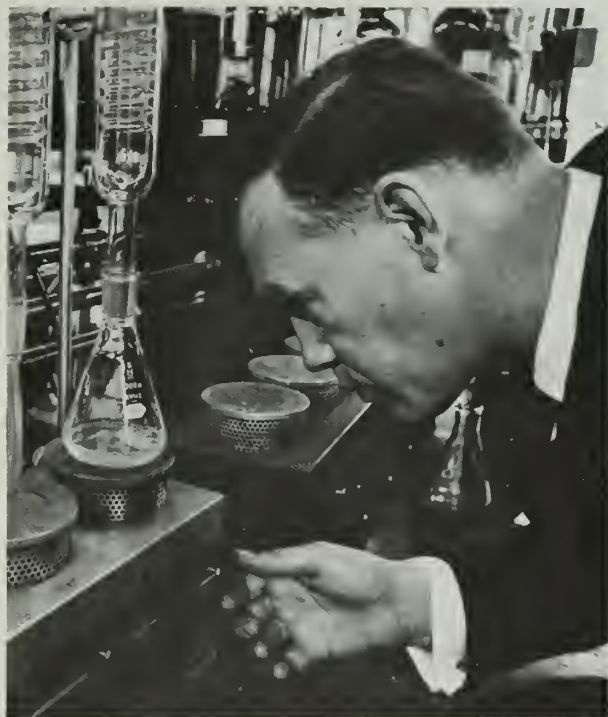
Paint Kennedy (WEB 82320)

Pollux (AKS 4)

Rupertus (DD 851)

Shosto (AE 6)

Tutuila (ARG 4)



OIL KING CLASS—Chief Machinist's Mate J. D. Pence, instructor at Petroleum Handling School, runs fuel tests.

A School Fit for a King

ALMA MATER for ServLant oil kings is the Petroleum Handling School located at Fort Lee, an Army base some three miles southeast of Petersburg, Va. Established in September 1966, the school is an academic department of the Army's Quartermaster School, but is staffed by Navy instructors.

The school offers enlisted Fleet oiler personnel a four-week course by Service Force instructors. It is at this time that they learn the finer points of receiving, storing, issuing and testing petroleum and its related products.

During their stay at PHS, the students learn of methods of identifying, inspecting and using transfer hoses aboard naval vessels. They learn to assess a storage tank in respect to the type of material they are handling. They receive a course in first echelon maintenance, covering safety firewalls, and splinter walls, safety hazards, climate effects and temperature measurement.

Of the many tests presented in the school laboratory, one is quality surveillance. It is designed to uncover any contamination or deterioration in cargo petroleum and related products. During the test, samples

of petroleum products normally carried in ServLant oilers are taken through step after step, as existing contamination is found and eradicated.

Another aspect of handling the Navy's liquid petroleum is learning its characteristics during temperature changes. Like most matter, petroleum expands and contracts with

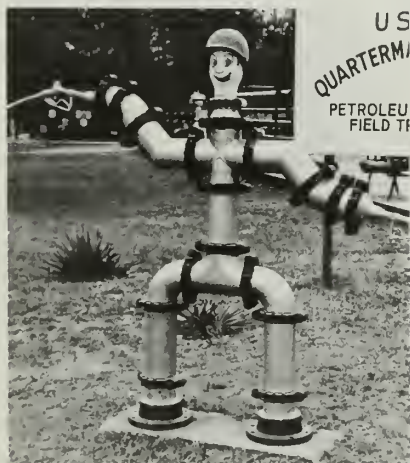
variations in temperature. To better enable oiler men to cope with this problem, instructors at the school teach them how to correct cargo upon receipt to a gauged volume of 60° F; a standard procedure also practiced throughout the civilian petroleum industry.

Special emphasis is placed on teaching the oil men the causes and prevention of fire. They are taught how to extinguish petroleum fires as well as how to prevent them.

After four weeks of training, the students have also learned how to operate air eliminators, various filters, different types of strainers and devices designed to separate water from petroleum.

PHS participants have entered discussions on how to use sequence tables and non-standard boiler fuels in emergencies. They have compared notes on their individual ships' problems and how they were solved. They have learned to compute stability and stress of petroleum loaded vessels. They have worked with flame arrestors and explosion-proof lighting units.

When he finishes at PHS, the oil king is prepared to face almost any emergency he might encounter.



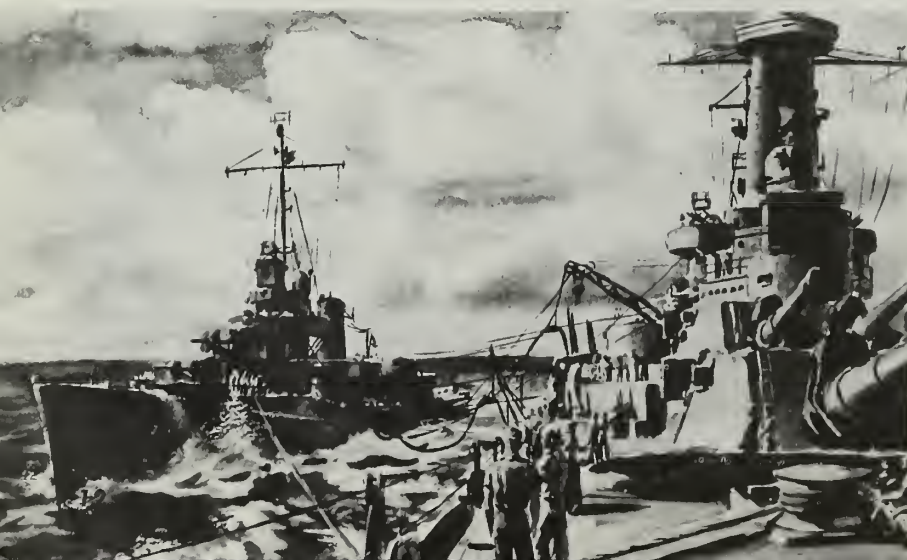
GREETINGS—Mute oil king, constructed of pipe, connector joints, and nozzles, greets students at ComServLant's Petroleum Handling School.



LSO Directs Students Aboard USS Lexington—by M. McCaffrey.

Recording Your Navy's With Brush and Palette

Fueling At Sea (WW II)—by Dwight C. Shepler, CDR, USNR.



"I HAD JUST BEGUN to get the feel of the ship while sketching crewmen who were working on deck. I was sitting on the pier near the huge bow becoming really engrossed in my sketching when I heard a crunch behind me. I turned around to find that a crane had just demolished my paints, brushes and canvases."

The above incident is described in a combat artist's log which accompanied his portrayal of *uss New Jersey* as she was being readied for her second commissioning. There are many similar accounts and several are indeed harrowing. Because of the nature of their job, combat artists go on operations with little more than pen and paper to sketch and record for historical purposes, and sometimes their experiences are almost as interesting to read as the resulting artwork is to view.

Unlike most Navymen, the combat artist has a different idea of painting than the familiar chipping hammer, red lead and gray paint even though many of his individual works

ultimately include that typically Navy gray.

The U. S. Navy has been depicted in art in its various forms from the inception of the formal combat art program in 1941.

Combat artists have illustrated the Navy at work, using virtually every medium available. More recently, some have used the impressionistic style to tell the Navy story. Whatever the medium and whatever the technique employed, all works of art have been done with the primary purpose of recording naval history.

ART, as it relates to the Navy, goes back to the woodcuts and paintings of sailing ships at the very beginning of the U. S. Navy. In a sense, the first piece of combat art would be the first portrait of the first commissioned U. S. vessel. But most of the historic works dating from the American Revolution up to 1941 were illustrated by artists second-hand, from accounts of battles and operations. (ALL HANDS will be telling that story in a future issue.)

History

The Navy's first official "combat artist," commissioned in 1941, changed Navy art when he joined a convoy patrol to Iceland and painted what he saw there. He was Commander Griffith Bailey Coale, an accomplished muralist, who contributed much to the collection.

The Navy began the present combat art collection with the establishment of the official Combat Artist billet in 1941. Coale, along with those who joined and followed him, proved that a skilled artist could illustrate a lasting, truthful visualization of important historical battles and operations which would supplement that recorded by the camera. In addition, the artist could capture the total event rather than a brief episode; he could portray the event in a more dramatic manner; and could also illustrate nighttime operations. Classified gear could also be more efficiently edited out of his finished work while still depicting the full story.

This dramatic portrayal of history



Artist's Conception: F-4 Air Strike 220-lb. Frags—By John Steel.

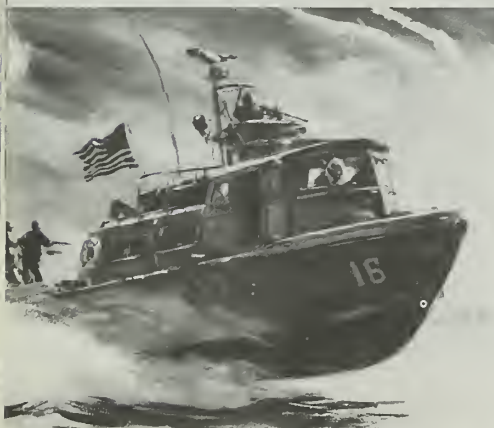
Convoy Entering Mers-El-Kebir—by Lieutenant Mitchell Jamieson, USNR.





Crewman In Rescue Chopper After Mission
—by John Steel.

River Patrol Boat 16—by John Steel.



Hospital Corpsman—by Cliff Young.



Plane Handlers—by John Steel.



was fully realized when Coale painted a mural of the attack on Pearl Harbor shortly after he was commissioned. The work is a charcoal and chalk rendering on a close woven canvas, done at the scene after the attack, while damaged ships were still smoking. According to Charles Lawrence, Museum Specialist-Arts, at the U. S. Navy Art Center, this mural is the most prized piece in the Navy combat art collection.

THE SCOPE of the paintings currently in the collection ranges from the beginning of World War II to Vietnam. The Navy combat art collection is not complete, however. It will continue to grow as about 150 paintings of current subjects are added to the collection each year. It presently contains more than 3300 individual pieces of art which have a total value of about \$2.5 million.

The U. S. Navy Art Center, under the direction of Rear Admiral H. L. Miller, USN, Chief of Information, maintains and perpetuates the Navy combat art collection. At its location in the Washington Navy Yard, Building 67, Washington, D. C., there is a gallery for showing current and selected pieces of art to the public. The Art Center maintains facilities for storing, framing and refurbishing all works in the collection. Artists are also sent on assignment by the Center.

The Navy collection is the only military art grouping which has been continually active both in acquiring paintings and exhibiting them since 1941. The Navy Art Center's purpose is to continue a collection of paintings of significant naval operations for historic purposes. This it has done, even though active duty combat artists were phased out of the program in 1950. There are no such billets in the Navy currently,

although selected enlisted men and officers do contribute to the program and the collection.

THE ACTIVE DUTY ARTIST has been replaced by civilians who donate their work to the collection. These civilians, representing some of the foremost artists in the United States today, are commissioned by the Center in conjunction with the Navy Art Cooperation And Liaison Committee (NACAL) to travel with the Fleet. This committee was formed by the Salmagundi Club of New York City, one of the oldest and most respected art clubs in the country.

A NACAL has also been organized and is supported by the Municipal Art Department of Los Angeles. It is sometimes referred to as "NACAL West." The committees provide the center with a source of contact with civilians who might add to the combat art collection.

To date, 17 civilians from NACAL have been sent to Vietnam to cover various operations ranging from the Seabee story to the carriers on Yankee Station. The results of the Vietnam trips are 156 individual pieces of art added to the Navy collection.

Individual Navymen can also participate and add to the collection. If you have done work on a particular subject which you feel might add to the program, you may submit your artwork to the Navy Art Center for consideration.

Package your work carefully and send it directly to the U. S. Navy Art Center, Washington Navy Yard, Washington, D. C. 20390. A covering letter should accompany the package, and it should be sent to the Navy Art Center via the Office of the Chief of Information, Navy Department, Washington, D. C. 20350.

The letter should contain a state-

Mekong Delta: Seol Team Dropoff—Night Ambush—by John Steel.



ment by you releasing all rights involved, and it should be sent as an official letter through your commanding officer. A short biographical sketch and a summary of the work which has been forwarded should also be enclosed. The summary should include ship, squadron or unit names and other specifics of the operation.

SEVERAL ART EXHIBITS sponsored by the Center go on tour each year. The exhibits, called "Operation Palette," are sent to the various naval districts. Three different Operations Palette are currently available to the naval districts for subsequent scheduled showings in cities within their area.

Operation Palette I uses artwork depicting the Navy from 1947 to 1960. The individual pieces illustrate various aspects of the Navy and are not limited to one subject. Operation Palette II contains renderings depicting the Navy from 1960 to the present. Operation Palette III is now being planned and consolidated to contain impressionistic paintings of the Navy. Each of the Palettes contains from 100 to 120 pieces of work.

In addition, special tours of exhibits containing 30 renderings each are sent to various universities throughout the United States each year in conjunction with the Naval Reserve Officer Training Corps (NROTC).

Some of the better paintings of the collection have been selected for reproduction. To date, 22 have been reproduced in full-color lithographs. These may be requested by Navy activities for official use by writing to the Community Relations Branch, Chief of Information, Navy Department, Washington, D. C. 20350.

These lithos are 22 by 28 inches in size, and are general selections from the collection. They may be



Photos Clockwise from Above Right: (1) CDR Griffith B. Coale, USNR, World War II Navy Combat Artist. (2) Verne Tossey (left) sketching Swift boat skipper near Cam Rhan Bay. (3) WW II artist Lieutenant Dwight Shepler taking notes in Philippines. (4) Richard Genders, DMC, USNR, doing on-scene sketch.



purchased for personal use for one dollar each, from Director, Navy Publications and Printing Service Office, Building 4, Section D, 700 Robbins Avenue, Philadelphia, Pa. 19111.

GALLERIES AND MUSEUMS throughout the United States have used

selections from the Navy collection in exhibits. Most of the major galleries in the U. S. are included in that list. Among them are the Smithsonian Institution, the National Gallery of Art and the Metropolitan Gallery of Art in New York.

Selected pieces of Navy combat artwork are also international travel-

USS Kittyhawk on Yankee Station—by John Steel.

Untitled—by S. J. Indiviglia.



Navy's Contributing Artists Make an Illustrious List

Many of the artists who have participated in the Navy combat art program are noted figures of contemporary art in the United States. Their works have hung in many major U. S. galleries and also major galleries abroad. Series of works which have been presented to the Navy collection by these professionals depict many facets of the Navy story.

The list below probably contains many names with which you will be familiar. The following is a list of contributing artists to the Navy combat art program:

Frank Edward Ackerman

Ben Abril

Marian Andrews

Tarre Asplund

Carlos Anderson

Stondish Backus

Robert Benney

Thamos Hort Benton

Franklin Boggs

Arthur J. Borbour

Patric Bouernschmidt

Warren Boumgartner

Calvin C. Beoll

Bill Bender

Walter Bollendonk

Richard Botta

Robert G. Bradshaw

Walter Brightwell

Morbury Hill Brown

J. William Burgess

Freeman Butts

Rondolph Bye

Vernon Howe Bailey

Banto

McClelland Borcloy

Robert J. Benson

Beaumont

Bittinger

Blaisdell

Backhardt

Bundy

Burnett

Howard Baer

Howard D. Clopp

Conner

Michael Cotter

Michael Copazzi

J. Gordon Carr

Richard Clive

William Coombs

Leonard Cutrow

Hugh Cobot III

Griffith B. Coole

William F. Droper

Aldolf Dehn

Paul Dorrow

Dr. Hannibal De Bellis

Louis De Donato

Charles Demetropoulos

Joe De Thamos

Theodore Donaldson

Joseph Dimoie

Apolla Dorion

John T. Dyer

Walt Disney

LCDR Walter J. Edwards

Robert M. Ellis

Michael Engel

Edgar Ewing

Kerr Eby

Don Freeman

Robert E. Fieux

Keith Finch

H. Fisk

Edmund J. Fitzgerald

Lydio Fruhauf

Frost

James F. Gill

George Gray

Dan Greene

John Groth

Stuart G. Gorrett

Cliffard N. Geary

Richard A. Genders

Herbert C. Hahn

Joseph Hirsch

Irwin Hoffman

Frederick Hommersley

Theodore Hancock

Peter Hoyword

Robert C. Houn

Richard Hoines

Ardis Hughes

Solvatore J. Indiviglia

Mitchell Jamieson

David Wu Ject-Key

Cecile Johnson

Scholten Jones

Louis Koep

Charles R. Kinghorn

Raymond Kinstler

Gene Klebe

Allen Koss

Francis V. Kugler

Mox J. Kotz

Julian Levi

Carlos Lopez

Ernest Locy

John N. Lewis

Luis Llorente

Wesley McKeown

Charles McVicker

George Menkel

Gil Miret

Ernest Otto Mandorf

Hal Moore

Charles Molino

McColl

Joel Malmeo

Maxine McCaffrey

Reginald Marsh

David S. Martin

George McCrady

Edward Millman

Albert K. Murray

Jan Nielsen

Henry Nordhausen

Henry O'Connor

Thomas O'Hara

Paul Ortilip

Grant Powers

John Phey

George Payne

Barye Winchell Phillips

Ogned Pleissner

Paul Pernish

Richardson

Alexander P. Russo

John C. Roach

Rosalind Rust

Edward Stevenson

George Shall

R. Hormer Smith

Kipp Soldwedel

Frank Soltesz

George Sottung

Jahn Steel

Robert E. Sticker

Jack Stuck

Joseph Sontoro

Betty-Lou Schlemm

James Scott

Jonathon Scott

Dwight C. Shepler

George Schrieber

Lawrence B. Smith

Sample

R. G. Smith

George Tarbox

Jim Turnbull

Richard Thompson

Michael M. Tekirion

Rolph Von Lehmden Vogh

Jon Whitcomb

Ted Wilbur

Howard Worshaw

Charles Waterhouse

Marcello Comes Winslow

Cliff Young

Jirayr Zorthion

Larry Zobel



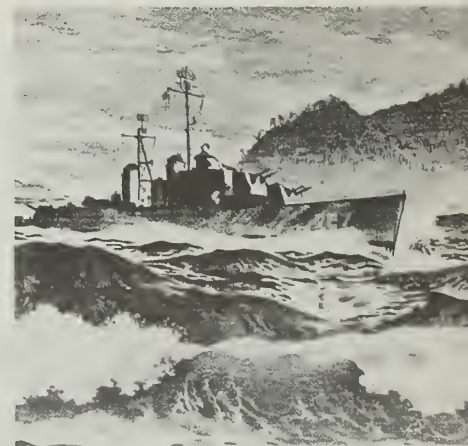
ers. Several have been hung in major galleries in England, France, Holland, Belgium, Japan and Austria.

Each individual artist has his own style of gathering impressions for the final product just as he has his own style of execution. Some make sketches, some take photographs, some take notes, some paint on the scene and others wait to finish their paintings after returning from the assignment. Most use a combination of several of the above techniques to create the final work. Facial expressions can be captured quickly by sketching on the scene, while elaborate backgrounds and settings can be photographed for later compilation.

Mr. Verne Tossey, civilian artist from NACAL, recently returned from Vietnam. His technique of gathering information typifies that used by many combat artists who strive to illustrate the total Navy story.

DURING THE TRIP the action was fast and gave little time for detailed studies of subjects. On several occasions he encountered hostile fire,

*USS De Haven at Wansan—by Journalist-
Seamon Hugh Cobot.*



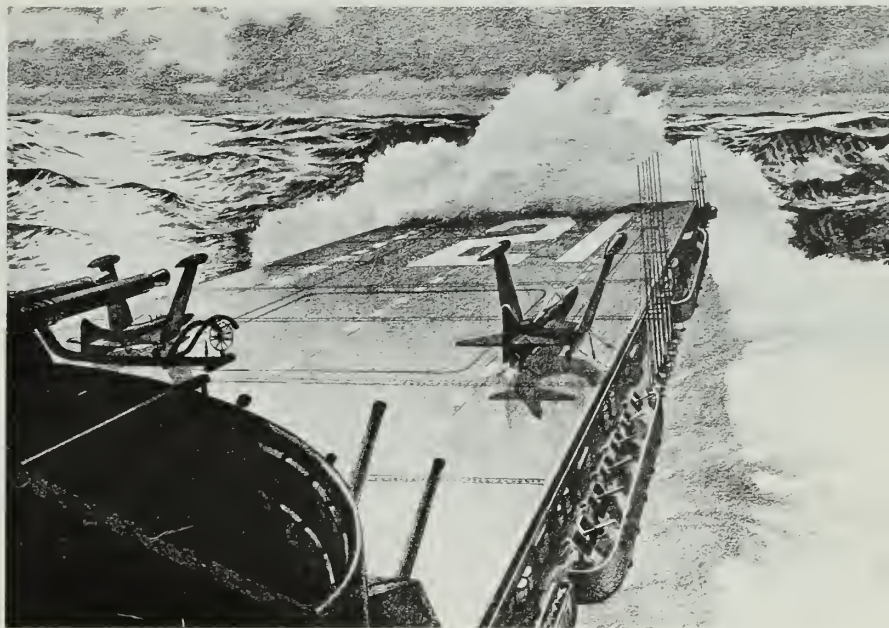


and once shrapnel ripped his clothing while he was on assignment at an advanced outpost with the Riverine Force. He took many notes, many photographs and completed many sketches.

Tossey is now working from those sketches and notes to complete his series. He used basic sketches to capture the individual face and the fleeting action during his trip. Notes help him to fill in the spaces and photographs help give him background. He does not paint on the scene, but waits until returning to compile his records into a picture which will ultimately tell the full story.

During his trip he sketched the amphibious operations in the delta country, went on a patrol with a *Swift* boat crew and then flew to Yankee Station in the Gulf of Tonkin to record the Navy's carrier operations.

One painting now completed depicts the Mobile Riverine Force which Tossey describes as "a miniature American Navy of small craft operating in the rivers and coastal



Upper left: Junk Force Patrol, Vietnam—by Edmond J. Fitzgerald. Above: Typhoon (Korea)—by Herbert C. Hahn, PH1, USNR.

Signalman—by LT Mitchell Jamieson, USNR.

Rough Going—LT Albert K. Murray, USNR.



Victory Pass—by Herbert C. Hahn, PH1, USNR.

Convoy—by LTJG Mitchell Jamieson, USNR.





Above: LSO Team—by John Steel. Below left: Da Nang Harbor—by Gene Klebe. Below right: Untitled—by John Steel. Bottom: Pulling Alongside For Replenishment—by John Steel.

waters.” He further explains their mission and emphasizes the fact that the crews often come under fire while on patrol. His sketches and notes have given him the over-all picture which is reflected in his finished works.

An exhibit currently being shown at the Navy Art Center contains 49 finished renderings by Richard Haines and Frank Ackerman of NACAL. Haines accompanied a river patrol force in Vietnam to gain subject matter for his presentation. Ackerman traveled with the latest Navy convoy to Antarctica to produce watercolor and ink impressions of that expedition.

Two enlisted men are also represented by work in the current exhibit. Seaman William L. Oakes has exhibited four studies of the overhaul of *uss New Jersey* (BB 62). Seaman John C. Roach has contributed three drawings of the aircraft carrier *uss John F. Kennedy* (CVA 67) which he made during the launching last fall.

The U. S. Navy Art Center and the combat artist have continued to tell the Navy’s story. It is not told in words but in reds, yellows, blues and, of course, in grays. It’s all there, thanks to the Navy combat artist.

—Larry R. Henry, JO2, USN.





BOILER BUSINESS—CSS *Hunley*, shown here in model and painting, was constructed from a modified steam boiler.

Submarine Pioneer

ONE OF THE MOST recent acquisitions of the U. S. Navy Memorial Museum, Washington Navy Yard, Washington, D. C., is a bronze bust of the Confederate Army captain who designed the first submarine to sink a warship in combat.

The one-and-a-half-foot bust is that of Captain Horace Lawson Hunley, resting on a block of white marble from his home state of Tennessee.

CAPT Hunley was born in Sumner County, Tenn., 29 Dec 1823. Forty years later, in the midst of the Civil War, he was primarily responsible for the design of the Confederate States Ship *Hunley*, a submarine constructed by Lieutenant W. A. Alexander and Lieutenant George E. Dixon of the 21st Alabama Volunteer Regiment.

Manned by a crew of nine volunteers, *Hunley* was basically a modified cylinder steam boiler, measuring 36 to 40 feet long. She was powered by a hand-turned propeller which, under ideal conditions, could move the submarine at a speed of four knots.

Compared to the modern submarine's homing torpedoes and guided missiles, *Hunley's* armament was primitive. It consisted of a floating copper cylinder torpedo with flaring triggers, towed some 200 feet behind the submarine as it approached its victim. At a certain distance from the ship, *Hunley* would dive beneath the target ship, surface on the other side, and continue on course until the torpedo struck the ship and exploded.

Hunley had a brief but violent history. Built in the spring of 1863, she was accidentally swamped in the harbor of Charleston, S. C., during

August of that year. Five members of her volunteer crew were drowned.

The submarine was later raised, and CAPT Hunley himself took charge of the vessel on 15 October for practice dives under the Confederate receiving ship *Indian Chief*. Completing several successful dives, *Hunley* submerged under *Indian Chief* for a final time, but failed to surface. CAPT Hunley and his entire crew of seven were trapped under nine fathoms of water and perished.

The submarine was raised once more, but the Commanding General of the District of South Carolina, General Pierre G. T. Beauregard, restricted the ship from diving again. She was fitted out with a "Lee spar-torpedo" on her bow, which was designed to be rammed into an enemy vessel and then exploded by a line attached to the trigger after the submarine had backed away.

IDEA MAN—Bust of Captain Horace Lawson Hunley has been given to U. S. Naval Memorial Museum.



Hunley patrolled Charleston Harbor for more than three months before she encountered the Federal steam sloop-of-war *Housatonic* on 17 Feb 1864, in the north channel entrance to the harbor. The heavily ballasted submarine so surprised her victim that only small arms fire could be used against her; she struck *Housatonic* near the mizzenmast, implanting her torpedo, then triggered a shattering explosion that sent the Federal ship to the bottom.

Hunley never returned from that mission, but the cause of her loss is still unknown. Possibly she went down beneath the *Housatonic*; she may have been swamped by waves from the sinking ship; or she might have been swept out to sea. Even though her crew perished, *Hunley's* success foreshadowed the great importance of undersea warfare in the future.

A half-model of CSS *Hunley* is on display in the Navy Memorial Museum near the bust of CAPT Hunley. The eight-foot fiber glass half-model is accompanied by drawings of the submarine with historical captions.

The bust of Captain Hunley is a gift from Mrs. B. J. Godwin Mitchell and her mother, Mrs. I. G. Duncan, formerly of Memphis, Tenn., and now of Winston-Salem, N. C. Mrs. Mitchell, the creator of the bust, has given the bronze casting to the Museum as a memorial of her fellow Tennessean.

Hours of the Navy Memorial Museum are 9 a.m. to 4 p.m. on weekdays, and 10 a.m. to 5 p.m. on Saturdays and Sundays. Located in the Washington Navy Yard, 11th and M St., S.E., the Museum is open to the public free of charge.



NR UNITS team up for ASW exercise. Rf: LTJG J. A. Keller, USNR, shoots sun.



Three Cheers

A NAVY PILOT was down in North Vietnam, and a helicopter detachment from an aircraft carrier was trying to find him and bring him out.

Lieutenant Robert W. Burnand, Jr., USNR, the plane commander of one of the detachment's armored search and rescue helicopters, was vectored inland three times, through severe enemy ground fire, as the search effort persisted over a period of about five days.

On the Reservist's third try a helicopter flying with him was riddled by automatic weapons fire which completely disabled one of its engines. The wounded whirlybird limped off toward the sea, and was met by a barrage of 37- and 57-mm antiaircraft fire which caused additional heavy damage and wounded every man on board.

Seeing what had happened to the other helicopter (which later managed to ditch near an American destroyer), LT Burnand knew he had to stay in the area for the operation to continue. So he and his crew took a calculated risk and exposed themselves to the enemy's fire to continue the mission. Using evasive maneuvers and directing counterfire at the enemy, the lieutenant and his crew managed to pin the hostile forces down and successfully complete their mission.

For his extraordinary heroism in this action LT Robert W. Burnand, Jr., United States Naval Reserve, was later awarded the Navy Cross—second only to the Medal of Honor as a combat decoration. Another Naval Reservist, Ensign Edward G. Marsyla, the wounded copilot who helped nurse the other helicopter back to a safe ditching, was awarded the Silver Star Medal for his part in the same operation.

LT BURNAND is one of seven Naval Reservists who have been awarded the Navy Cross for heroism in Vietnam action. And he and ENS Marsyla are just two of the many Naval Reservists who have been decorated for heroism in combat or in situations where they have risked their own lives to save the lives of others. The following Navymen are only a few of the Reservists who have been cited:

- LT Harold D. Meyerkord, USNR, who was posthumously awarded the Navy Cross for repeated acts of heroism during more than 30 combat operations as an advisor to the Vietnamese Navy's River Assault Groups. A new *Knox* class escort ship (DE 1058), has been named in his honor.

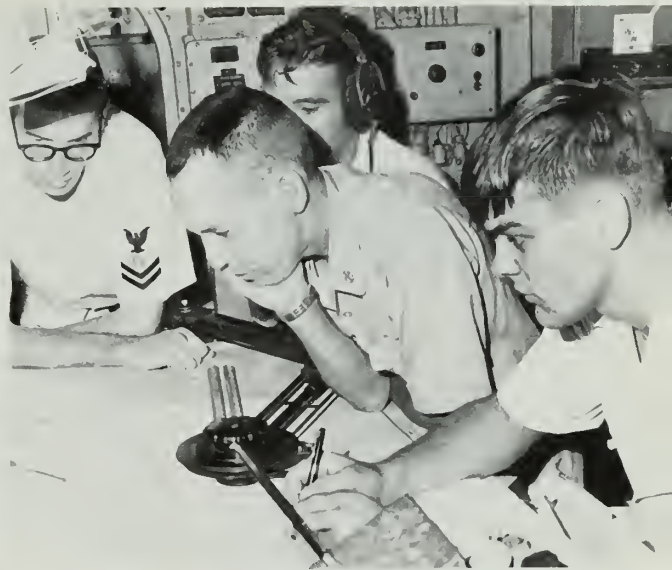
- Hospital Corpsman Third Class Ronald W. Kidder, USNR, who re-

peatedly risked his life under fire to aid the wounded of a Marine platoon which was attacking positions held by the enemy. He was awarded the Silver Star Medal.

- Seaman Robert T. Souter, USNR, who was awarded the Navy and Marine Corps Medal for his rescue of another Navymen in a harbor accident at Da Nang, South Vietnam. Seaman Souter was working as a line handler for a tug, removing a pontoon causeway section from a string of barges, when another line handler fell into the water between the pontoon and the barges. At the risk of being crushed to death in the narrowing gap between the ponderous craft, the Reservist dove into the water and helped haul the other man to safety just before the causeway section crunched into the barge.

- Seaman Rubin G. Binder, USNR, who earned two Bronze Star Medals with Combat "V," the Navy and Marine Corps Medal, the Navy Commendation Medal and the Vietnamese Cross of Gallantry for various acts of heroism with the Navy's River Patrol Forces.

- Seaman Neal A. Fenner, USNR, who was awarded the Navy and Marine Corps Medal for an act of quick-thinking heroism as the coxswain of a small patrol boat in Vung Ro Bay, Vietnam. When a gasoline



KEEPING READY—Training cruises keep Reservists sharp. Reservists work on gun mount and (rt.) follow ASW plot.

for the USNR

pipeline in the bay exploded, sinking a LARC-V amphibious vehicle and spreading flaming gasoline across the water, Seaman Fenner rescued the LARC's five crewmen, including one who had been seriously burned. Then he made a pass at full throttle close to the flaming gasoline to keep it away from a tanker. The tanker, which had been pumping into the pipeline, was then able to halt the fire with foam.

• LTJG Richard E. Benson and LTJG Dennis S. Daniels, both USNR, and both members of Helicopter Antisubmarine Squadron Four. LTJG Benson was pilot and LTJG Daniels was second pilot on a flight to save a downed airman who was within minutes of being killed or captured by the enemy. Despite intense enemy fire at close range, LTJG Benson hovered the helicopter to make the rescue, ignoring several rounds which entered the cockpit. LTJG Daniels was wounded as the enemy fire splintered the helicopter's airframe, but stayed at his post until the rescue had succeeded. Both Reservists were awarded the Silver Star Medal for gallantry in action.

THE LIST could go on and on. Time after time—as corpsmen, doctors and chaplains with the Marines; as Seabees; as members of the river

patrol forces; as pilots; and in all kinds of billets in the ships in the Vietnam theater—Naval Reservists have demonstrated their courage and ability in life-or-death situations.

Altogether, approximately 111,000 Naval Reservists are now serving on active duty. Of that number, about 68,000 are two-by-sixers—young enlisted men who serve two-year tours of extended active duty during a six-year enlistment in the Naval Reserve. On some ships of the Pacific Fleet up to half the officers and as many as one out of four of the enlisted men are Reservists.

In addition to the great contribution made to the Vietnam effort by the Naval Reservists on active duty there, Naval Air Reserve transport squadrons have also made a direct contribution to the Vietnam effort through the Southeast Asia airlift program. Flying C-118 *Liftmasters* and C-54 *Skymasters* across the Pacific to Vietnam during their annual two weeks of active duty for training or during shorter periods away from their regular jobs, the Reservists helped carry high-priority cargo westbound and passengers eastbound. Since May 1965, when the airlift began, the Reservists have logged some 75,236,000 passenger miles, 20,850,000 ton-miles and 33,532 flight hours.



MANY SEABEE Reservists are with units in Vietnam. Below: Members of Naval Air Reserve maintenance unit fuel wing tank of P-2E patrol plane.

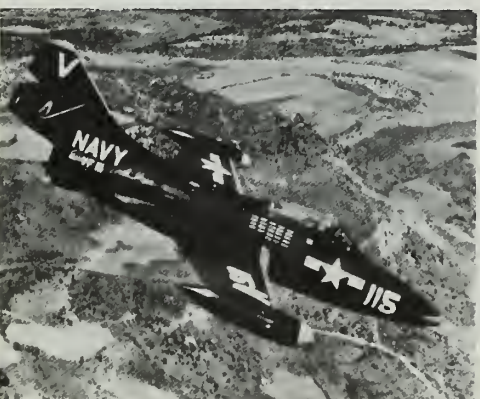




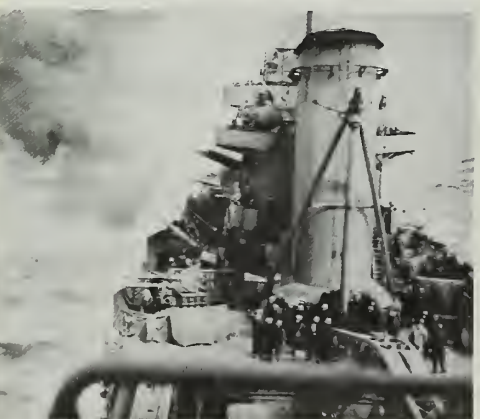
VIETNAM—Today approximately 111,000 Naval Reservists are on active duty, many in Vietnam.



BERLIN CRISIS—In 1961 some 8000 NRs answered the call to augment ASW forces.



KOREAN CONFLICT—One out of every four Navy men on active duty — Reservists.



WORLD WAR II—By war's end more than three million Reservists saw duty.

ANOTHER EXAMPLE of the Air Reserve's value occurred in January, when some 600 Naval Air Reservists made the transition directly from civilian life to full-time active duty within about 30 hours of the President's order calling certain Air Force Reserve, Air National Guard and Naval Selected Air Reserve units to active duty. In the process, the Navy's active air strength was increased practically overnight by three jet fighter squadrons, three jet attack squadrons and a total of 72 aircraft.

Throughout its history the Naval Reserve has been performing in similar fashion to carry out its basic mission—providing the Navy with qualified individuals and trained units to be available for active duty in time of war, in national emergencies, or whenever else such forces may be needed.

The United States Naval Reserve, under its present name, was first authorized in 1915, but its predecessors date back to the naval militia of the Revolutionary War.

In World War I six out of 10 Navy men on active duty were Naval Reservists and, altogether, a total of some 30,000 Reserve officers and 300,000 enlisted men served on active duty.

Before the United States entered World War II the Naval Reserve was mobilized and, by the war's end, more than three million Reservists saw active duty. This was 87 per cent of the Navy's manpower.

DURING THE Korean conflict 155,000 Naval Reservists answered the call to arms on short notice, and more than one out of four of the Navy men on active duty were Reservists. In one typical month of air operations in Korea three-fourths of the 8000 combat sorties were flown by Naval Reserve aviators.

WORLD WAR I—Six out of 10 Navy men on active duty were Naval Reservists.



More recently, in the Berlin crisis of 1961, 40 Selected Reserve ships and 18 Selected Air Reserve squadrons were called up in a partial mobilization involving some 8000 men. These units were deployed to augment the ASW forces of the fleets.

In 1962, during the Cuban crisis, Naval Air Reservists logged more than 775 hours in logistics flights and some 350 hours of surveillance flying along the eastern seaboard and Gulf of Mexico. They also transported more than 620,000 pounds of cargo and carried more than 1000 passengers some 122,000 miles. (The Reserve fliers put in the time as part of their weekend drills and active duty for training.) In addition to this airborne support, about 50 Air Reservists volunteered for special assignments in Atlantic Fleet Operational Control Centers, where they served in an active duty training status as operational control watch officers.

TODAY, the Naval Reserve has grown to a total force of approximately 586,000 officers and enlisted men, including the 111,000 on active duty. Of the 475,000 not on active duty, about 347,000 are in the Ready Reserve; 38,000 in the Standby Reserve; and 90,000 in the Retired Reserve.

The Ready Reserve is composed of those members of the Reserve forces, not on active duty, who are immediately available and subject to call to active service in the event of war or a national emergency declared by the President or when otherwise authorized by law. Only members of the Ready Reserve may receive pay for participation in Reserve training.

The Standby Reserve consists of those Reservists (other than the Retired Reserve) who are liable for active duty in time of war or national emergency declared by Congress, or when otherwise authorized by law. However, the Navy cannot recall a Standby Reservist to active duty involuntarily until the Director of Selective Service (through the local draft boards) has determined that he is available for active military service, or while qualified Ready Reservists are still available during an emergency short of war.

Reservists who have completed their Ready Reserve obligation, are

transferred to the Standby Reserve, unless they agree to remain in the Ready Reserve.

Also within the Standby Reserve is an inactive status list, consisting of officers who are not required to remain in the Ready Reserve, or who are unable to participate in the prescribed training. Members on the inactive status list may be called to active duty under the same conditions as other members of the Standby Reserve, but only when it has been determined that adequate numbers of qualified personnel in active status (Ready or Standby) are not available.

The Retired Reserve is composed mainly of members who have completed the service requirements necessary to establish retired pay eligibility at age 60, plus others who want to remain members of the Naval Reserve, but who are not eligible for, or do not desire, transfer to or retention in any other category of the Naval Reserve.

THE READY RESERVE, as the name implies, is that part of the Naval Reserve designed for the most immediate response to a call to active duty. Its main elements are the drilling units of the Selected Reserve, Phased Forces Reserve; and the Active Status Pool. The Active Status Pool is composed of Reserve personnel who have a remaining military obligation in the Ready or Standby Reserve not attached to drilling units or on Appropriate Duty Orders; and

Appropriate Duty Personnel, who are primarily officers regularly performing duties in support of the Naval Reserve.

The Phased Forces Reserve provides professional training and guided study for Reserve officers on inactive duty to give the Navy a force of qualified officer personnel who would be readily available for mobilization if needed. It also includes some billets for enlisted Reservists.

The Selected Reserve, organized in 1958, is geared for instant response to a call to active duty. It includes all the Naval Reservists in drill pay status and the ships and aircraft assigned to them. Selected Reserve personnel have all been pre-assigned and pre-ordered to Mobilization Day billets, and carry orders which they would execute automatically in the event of an attack upon the United States or immediately upon declaration of a national emergency.

THROUGH Public Law 90-168, "The Reserve Forces Bill of Rights and Vitalization Act," signed by the President on 1 Dec 1967, the Selected Reserve has acquired statutory status. Beginning with Fiscal Year 1969, the strength of the Selected Reserve in each Reserve component will be authorized by law annually as a prerequisite for the appropriation of funds for the pay and allowances of its personnel. In recent years the Selected Reserve has in-

cluded 126,000 Reservists in drill pay status, as authorized by the Secretary of Defense.

The Selected Reserve consists of two separate programs—air and other than air. Of the 126,000 drill pay spaces, 96,600 are allotted to the other than air program and 29,400 to the air program.

The other than air program is administered by the Naval District Commandants under the Commander, Naval Reserve Training Command, which is headquartered at Omaha, Neb. The air program, administered by Commander, Naval Air Reserve Training Command, has its headquarters in Glenview, Ill., and functions through 18 naval air stations and training units at various locations throughout the United States.

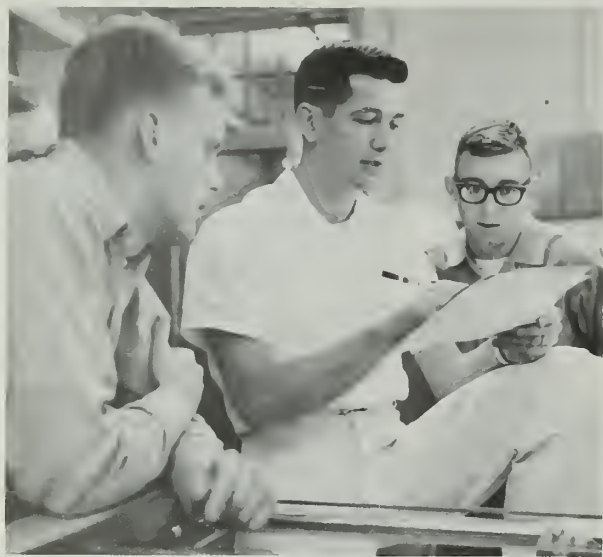
On very short notice the Ready Reserve can add to the operating forces 34 antisubmarine warfare ships (17 DDs and 17 DEs), 36 full-sized air squadrons, many specialized units and thousands of officers and enlisted men to augment the Fleet from peacetime to wartime manning levels.

And this extra strength is readily available at a fraction of the cost it would take to maintain such forces on a full-time basis with the active Fleet.

It is this capability, the service and selflessness of thousands of Navymen, USNR, that make the Naval Reserve such a valuable asset to both the Navy and the nation.

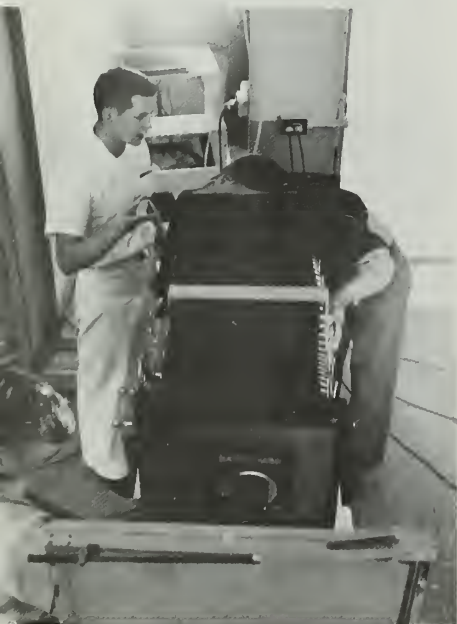
DRILL TIME—Members of Reserve units at Naval and Marine Corps RTC, Treasure Island, muster for award ceremony.





NOW HEAR THIS—Instructor John E. Berry, PH1, talks over assignments and (rt.) checks student's test negative.

Shooting the Works



WHEN AIRMAN John E. Berry attended Photographer's Mate "A" school at NATTU in 1958, the course lasted only eight weeks.

Today, the period of instruction is 15 weeks, and Photographer's Mate first class Berry is an instructor in the basic phase of the school.

After "A" School graduation, Berry was assigned to the Naval Air Special Weapons Center, Kirkland Air Force Base, N. M. Next, he spent three years aboard *uss Bon Homme Richard* (CVA 31) in the Gulf of Tonkin.

In 1964 Berry, like most naval and Marine Corps photographers during their career, came home to the Naval Air Technical Training Unit at NAS Pensacola.

Most Navy, Marine Corps and Coast Guard photographers begin their training in PH "A" School.

With classroom lectures, practical fieldwork and individual consultation, Berry and the other 18 instructors in the beginning phase of the school teach the fundamentals of photography to an average of 54 students a month.

Subjects covered in this phase include photographic theory, the press, copy and view cameras; and printing and processing assignments.

During the remainder of the school, students receive instruction in photojournalism, aerial photography and motion pictures.

But Berry and his 18 fellow instructors are convinced that what kind of naval photographers their students become is determined during those first few critical weeks of basics.

—Story by T. K. Mason, JO2
Photos by Joel S. Cary, PH1

A DEVELOPING ART—Instructor Berry shows photography students how to set up and use school's copy camera.



DESTROYER SQUADRON

DESDIV 222 RETURNED to Norfolk early this year after a seven-month deployment with PacFlt. The movement of this division, of course, was one of many—so what's so unusual about that?

DesDiv 222 is not greatly different from most ships and squadrons that have deployed to Vietnam and, in due time, have returned. And that is precisely why it is important.

It meant a lot to the men of the destroyer division and to their wives, children and friends, after a lengthy, arduous and demanding assignment. In short, for them it was a real WELCOME HOME!

ALL HANDS has reported such homecomings from time to time and in many instances has had space to give only an exceedingly condensed report of the ships' activities and accomplishments. Sometimes the returnees have been the big, important boys—carriers and such. Sometimes they were the little ones—service squadrons, LSTs, PBR squadrons, and the like.

All have deserved a fuller account of their adventures and the work they have done. In the person of DesDiv 222 we are telling of all those men and ships who have gone to Vietnam and who have returned to a Welcome Home.

When the Division, consisting of *uss Damato* (DD 871), *Waldron* (DD 699) *Leary* (DD 879) and *Cony* (DD 508) under the guidance of Commander Robert R. Clement, USN, finally hit Subic all hands received a sobering reminder that this was to be more than just another cruise.

EXCEPT FOR THE ELEMENT of anticipation, the trip had been until that moment much like any other. The month before actual departure had been filled with bringing publications and paperwork up to date; ordering spare parts, supplies and accessories required for an extended deployment away from home port. The usual logistics routine. Taking care of personal problems.

Training en route to the Canal; training en route to San Diego where logistics and briefings were sandwiched in between trips to the Zoo and Disneyland. Training en route

to Pearl, Waikiki Beach and pineapples; training en route to Midway; training en route to Yokosuka, repair work and more briefings.

However, before departure from Subic each of the ships received .50-caliber machine guns, flak jackets and smoke pots for smoke screens—bringing to each man the realization that, before too long, he could well be under hostile fire.

On 22 August *Waldron* departed for the gunline; on 23 August, *Damato* and *Leary* left as carrier escorts; on 25 August, *Cony* too headed for the gunline.

GOOD TIMES IN PORT seemed far away as 30- or more day periods at sea became standard; comfortable sleep became impossible because of the frequent sound of guns firing. Dependence on the oiler and stores ship for fuel and supplies was no longer a just-in-case. It was now a must. Mail was the link with the outside, arriving once every four or five days on the gunline and Sea Dragon, and almost every day if the ship was escorting a carrier.

When it came time to shoot, shoot the division did. (See Box Score, page 26). More than 27,000 rounds of ammunition were fired at the enemy, with official assessment of damage by ground and air spotters.

Many of the rounds went unobserved as Marine and Army units were supported at night by harassment and interdiction fire.

Commodore Clement and his staff spent the major portion of the deployment as a task unit commander conducting Sea Dragon operations off the coast of North Vietnam. During the 38 days that the DesDiv 222 staff spent on Sea Dragon operations, numerous missions were carried out against North Vietnamese waterborne logistic craft and coastal targets.

IN RETURN, the task unit was fired upon a number of times by North Vietnamese shore batteries.

On 13 September, *Damato*, with ComDesDiv 222 embarked, received two direct hits; and on 25 September, after having shifted his pennant to *uss Mansfield* (DD 728), that ship was also hit. Damage and

casualties were minimized; however, *Mansfield* suffered one man killed and several wounded as a result of its hit.

The Division Medical Officer, Lieutenant N. L. Hammond (MC), USNR, was awarded a Navy Commendation Medal for his treatment of *Mansfield's* wounded.

Other staff duties included screen commander duties for two different attack carrier strike groups, and as the Seventh Fleet surface/sub-surface surveillance coordinator for the Tonkin Gulf area.

Damato and *Leary* were the only two ships of the division to operate on Sea Dragon.

Damato logged the most time. While operating north of the DMZ for 26 days, she destroyed 20 North Vietnamese waterborne logistic craft and damaged 21 more.

She received counterbattery fire nine times, with more than 550 rounds of enemy fire falling within 20 to 100 yards of the ship. Shrapnel littered the deck many times. In one day—13 September—more than 200 rounds of hostile fire were received.

Damato sustained two hits, one of which destroyed the captain's cabin and the other hit amidships. No one was injured, but the Captain was exceedingly annoyed and there was enough damage to the ship to warrant a trip to Subic Bay for repairs. The ship returned promptly to Sea Dragon and destroyed four supply craft in one week and seven the next.

LEARY OPERATED on Sea Dragon with the cruiser *uss Canberra* (CAG 2) but because of the monsoon season, engaged the enemy in few gun duels. Her main role was spent in gunfire support missions south of the DMZ and in escort duties for the carriers *uss Constellation* (CVA 64), *Oriskany* (CVA 34) and *Coral Sea* (CVA 43).

She fired 4844 rounds of ammunition while operating near the DMZ and in the III Corps area. In one emergency call for fire, *Leary's* guns silenced enemy batteries that were attempting to down a group of U. S. helicopters. The choppers were able to complete their mission. *Leary* spent many long hours on station

near the DMZ during the monsoon season to support the Marines who were defending allied forces' positions.

DURING HER STAY in the combat zone, *Waldron* spent a majority of her time on the gunline. She spent varied periods supporting the Marines in the DMZ and at Da Nang; the 1st Cavalry at Cap Mia, and ROK Marines at Quang Ngai. She received compliments from the Marines during the amphibious operation Ballistic Charge, and from the commanding general of the 1st Air Cavalry Division.

In operations near the DMZ, she received counterbattery twice, and in the exchange of fire neutralized three enemy artillery sites.

Moving up and down the coast, *Waldron* spent 53 days and nights in support of U. S. troops and fired 7080 rounds. During her time on the gunline, *Waldron* acted as host to two ensigns from the South Vietnamese Navy and indoctrinated them in the ways of naval gunfire support.

CONY SPENT 55 days on the gunline and expended 9628 rounds of ammunition in support of allied troops. The ship established sound relations with the Army command on the beach when it operated in the II Corps area, and answered numerous calls for fire missions after showing the Army the accuracy of her fire

power.

While on the gunline, *Cony* celebrated her 25th birthday. Ice cream and cake were served on the fantail between firing missions.

NOT ALL of the deployment was spent on the gunline.

Contributions to the war effort were made just by the destroyers' presence. The fact that *Damato* and *Leary* were on Sea Dragon operations in itself slowed down the number of logistic craft trying to penetrate their defense.

In the south, the same could be said for *Waldron* and *Cony* as their 5-inch guns were a menace to any suspicious craft. The destroyers also acted as a parent ship for many Navy and Coast Guard *Swift* boats that came alongside for food, repair parts, water, fuel, a shower and warm, full meals. In exchange, the *Swift* boats often took destroyermen for indoctrination trips and ferried mail to the beach to get it to the States faster.

While on escort operations with *Oriskany*, *Damato* and *Cony* exchanged officers with the carrier as part of an indoctrination program to explain to each other the concept of each ship's operation.

During underway replenishments, the four ships replenished more than 160 times, receiving more than 1000 tons of ammunition, more than 250 tons of provisions, and approximately 5.7 million gallons of fuel

oil. In every type of weather, the ships went alongside the Service Force replenishment ships to take on fuel and stores.

Replenishments have their dangers. Nine of *Waldron's* crewmembers were injured when a huge wave came across the main deck while the ship refueled from *Oriskany*.

THE DIVISION reassembled in Yokosuka on 22 December, more than happy to begin the long trip home.

The Division had originally planned to return by way of the Suez Canal, but the Middle East crisis prevented such a route. Return was therefore via the same route as going west, except that San Francisco and Acapulco were added to the itinerary. San Francisco provided the first sight of the States in six months and the visit to Acapulco was almost as good as everyone expected.

Throughout their deployment, the ships of 222 were always on station and did not miss a single commitment. No man had been injured due to hostile fire and only *Damato* had received material damage.

On 25 January, 222 reentered the Atlantic Ocean and started steaming north on the final leg. Chesapeake light was reached at daybreak on 30 January and all that remained was the channel to Norfolk.

Cheers and tears of happiness on the piers.

Welcome home DESDIV 222.

BOXSCORE

	Days Deployed	Days Underway	Days Upkeep	Days Port Visit	Days NGFS	Days Sea Dragon	Days CVA Ops	Days ASW	Underway Replenishments	Fuel Replenishment	Total Miles Steamed
<i>Damato</i>	209	153	20	36	8	26	31	2	46	1.8 million gallons fuel	52,430
<i>Woldron</i>	209	152	23	34	53	0	17	0	43	1.3 million gallons fuel	49,029
<i>Leary</i>	209	150	14	45	24	10	29	4	42	1.4 million gallons fuel	56,399
<i>Cony</i>	209	152	27	30	55	0	14	3	35	1.2 million gallons fuel	44,591

LETTERS TO THE EDITOR

Effective Date of Orders

SIR: In your January issue (p. 26) you parenthetically define the effective date of a man's orders as the date he is transferred. I say "effective date" is the day travel begins, which would make it the day following the last day of leave and proceed time. Am I right, or are you right?—P. G. N., CWO2, USN.

• Would you believe we're both right? The official definition of "effective date of orders" is found in Joint Travel Regulations, paragraph M 3003-lb, with more detailed instructions contained in Navy Travel Instructions, paragraph 3050. Unless otherwise qualified, it means the date of the member's relief (detachment) from his old duty station. So we are right.

Almost always, however, the effective date is "otherwise qualified" by authorizing leave and proceed time. So you are right.

It's useless to try to dislodge us from the fence. We've hung on before. Tenaciously.—Ed.

Twilight Cruise on 30—Not 20

SIR: I'm planning ahead for my last tour before transferring to the Fleet Reserve on 19 and six.

I understand I can pick my last duty station, but am confused about how much ahead of time I should apply for transfer. If my last tour before retirement is two years, how many months before completing 17 years and six months should I apply for my duty of choice?—A. Y., AZ1, USN.

• Stick around for another 10 years and you might be eligible for the twilight cruise you describe.

There seems to be a common misapprehension that a man going out on 20 is eligible for a so-called "twilight cruise." This just isn't so. Duty of choice under the twilight cruise procedure applies only to Regular Navy enlisted men and women who are completing 30 years' active service before retirement.

The Transfer Manual has a whole chapter (19) on the subject. In general, you qualify for voluntary, non-disability retirement only after 30 years of active service. Before you complete 28 years, you may request duty in a naval district or U. S. home port of choice for your last two years. Chances are you will get the duty you ask for.

Your request for a twilight cruise should be submitted to the Chief of Naval Personnel, via channels, 28 months before the date of 30-year re-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

tirement. Duty of choice should be requested in letter form, and should accompany the request for retirement.

If requesting shore duty in a naval district, you may ask for some specific city or locality within the district, and every effort will be made to give you what you want. However, there is no assurance you will be assigned to the city of choice—just a good bet you'll receive the district of choice.

If requesting a sea duty home port (continental U. S.), you should list the types of units or ships, or specific units or ships, you prefer. Again, every effort will be made to give you what you wish, but you may be limited to the home port you specify. Keep in mind that the ship, unit or station you request must have an allowance for your rating.

Details on non-disability retirement, and duty of choice before completing 30 years' service, are contained in the BuPers Manual (C-14301 and C-14302), chapter 19 of the Transfer Manual, and BuPers Inst. 1811.1 series.—Ed.

Civil War Monticello

SIR: Can you give me some information concerning the ship *Monticello* which served in the Union Navy during the Civil War?

JUNIOR NAVY—St Joseph Regional High School Junior NROTC stands at attention during activation ceremony.—Photo by E. Fisher, PH1, USN.



According to my information, she was commanded by Lieutenant Commander D. L. Blaine. Unfortunately, that's all I can tell you about her.—E. G. G., CSC(SS), USN.

• According to our good friends in the Division of Naval History, there was a ship named *Monticello* which was built in 1859 at Mystic, Conn., for use as a cargo vessel along the Atlantic coast.

In 1861, *Monticello* was chartered and subsequently purchased by the Navy, armed with a 10-inch Dahlgren smooth bore gun and two 32-pounders.

According to the Division of Naval History, *Monticello* was placed under the command of Lieutenant L. D. Braine—a slight variation on the name and rank you gave.

Monticello was assigned to blockade duty and was quite active along the Atlantic coast from Chesapeake Bay to Wilmington, N. C., capturing blockade runners (five in all) and sending landing parties to fight ashore.

Among other actions, *Monticello's* gunners bombarded the batteries at Sewall's Point, Va., and Hatteras Inlet, Kinnakeet and New Inlet, N. C.

At New River Inlet, N. C., a landing party completely destroyed a large quantity of cotton, turpentine and rosin as well as destroying two schooners which had been drawn up on land.

Monticello was refitted at Boston in 1864, after which her landing parties destroyed Confederate gun emplacements at Smithfield, N. C., and her guns destroyed earthworks at Masonboro, N. C.

Late in 1864, *Monticello* reported to Admiral David Farragut, USN, for his dramatic attack on Fort Fisher, N. C.

The steamer participated in the first great bombardment of the Confederate batteries on 24 to 25 Dec 1864 and was with the squadron when the fort was demolished between 13 and 15 Jan 1865.

Monticello earned the Civil War Medal for her services to the Union between 1861 and 1865. She was decommissioned on 21 Jul 1865 and was later sold at auction.

This was not, of course, the only Navy Monticello. There was APA 61, a former Italian passenger liner interned by the Brazilian government in 1942 and later acquired by the U. S. Maritime Commission for conversion to a troop transport. Commissioned in April 1942, she was decommissioned in May 1946 and a year or so later was returned to her former owners.

And then there is the current Monticello (LSD 35), now serving with the Seventh Fleet.—ED.

Old Yarns Never Die

SIR: I heard recently of a mysterious area of the Atlantic called the Bermuda Triangle, into which many planes have flown, and ships sailed, never to be heard from again.

Among the planes so swallowed up have been at least five Navy aircraft.

Do you have any information on this strange phenomenon? Do Navy planes now avoid this area as being dangerous? What have you to say about this?—J. E., Phoenix, Ariz.

• The Bermuda Triangle is an area roughly encompassed by lines from Bermuda to Jacksonville and Fort Lauderdale, Fla. Its notoriety is largely the result of "dramatization," according to one of the cognizant sources to which we turned.

Coastal shipping and commercial air-

liners cross it without harm and carrier and patrol plane operations are conducted in it regularly without incident.

As for the Navy planes you mention, here's what historical records indicate: Five TBM Avenger aircraft under the command of Lieutenant Charles C. Taylor, USNR, departed NAS Fort Lauderdale, Fla., on 5 Dec 1945, on a navigational and bombing training flight. The aircraft carried a total of 14 men.

The aircraft were last heard from at approximately 1600 on 5 December, in the vicinity of the Florida Keys.

A PBM Mariner was dispatched from the Naval Air Station at Banana River at about 1700 to search for the missing aircraft. This plane, with its 13 men, never returned.

An extensive search by surface craft, including civilian vessels, and aircraft was made during the period 6 to 10 December, but nothing was found. The search area was adjacent to 28 degrees, 59 minutes north latitude, and 80 degrees, 25 minutes west longitude. The search was one of the most thorough and extensive ever instigated.

The cause of the accident remains unknown. The Navy considers the case closed.—ED.

Warrant Officer Selection

SIR: What procedures are followed in the selection of candidates for warrant officer? Does an applicant have to pass the Officer Selection Battery Test before he can be considered?—G. M. J., YNC, USN.

• To be eligible for consideration under the Regular Navy Warrant Officer Program, a candidate must participate in the Officer Selection Battery examination administered in the year in which application for the program is submitted. No passed or failed mark is

assigned, but the score an individual attains is one of the many criteria applied to the selection process.

In order to ensure that all eligible applicants receive fair and impartial consideration, SecNav convenes selection boards comprised of experienced naval officers to recommend those individuals who are considered best qualified for the limited number of appointments that can be made.

The deliberations of the board are in closed session. Therefore, it is not possible to provide specific reasons for the selection or nonselection of any individual. Some of the factors considered by the board are the candidates' experience, demonstrated performance, training, education, leadership ability and, of course, the score attained on the Officer Selection Battery examination.

Take a look at the March 1968 issue of ALL HANDS. On page 32 begins the most up-to-date information available on what's new with warrants and LDOs. Perhaps you'll find answers to a couple of questions you didn't ask.—ED.

Gold Lace Again

SIR: I have been told by otherwise reliable persons that a Naval Reservist with no bad conduct marks was eligible to wear gold hashmarks. In my case, I rate six hashmarks, all Reserve, covering a period through World War II and the Korean conflict. Should I start spinning gold thread?—J. L. B., PCCS, USNR-R.

• Unless those Reserve years included 12 years' continuous active duty, you can save your straw. You are not eligible.

There seems to be a great deal of misunderstanding concerning gold lace. Why this should be is not clear. Anyway, here's the skinny.

To rate the gold lace service stripes and gold rating badge one must have 12 years' continuous active duty (that's full-time duty, as you know) in the Navy/Naval Reserve, and be eligible for successive Navy Good Conduct Medals during that time.

Once you have earned the right to wear gold, you keep that right throughout your service (active or inactive) unless you foul up some time later. If you fail to earn the Good Conduct Medal during some period after sewing on gold, you must then sew on red.

Keep in mind that the Navy places great stock in continuous good conduct while on active duty. For personnel on active duty good conduct is rewarded with the Good Conduct Medal. Reservists on inactive duty are rewarded with the Naval Reserve Meritorious Service Ribbon.

Again, 12 years of continuous active service with good conduct earns a Navyman the right to wear gold hashmarks and rating badge. Nothing else does.—ED.

OFF VIETNAM coast Tripoli delivers amphibious assault troops by chopper.





FIRST OF CLASS—The replenishment oiler *Wichita* (AOR 1) is the first of a new class of ships which will supply destroyers and various small ships in one replenishment.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- *uss Archerfish* (SS 311)—Will hold a reunion July 4, 5, 6, and 7 at New London, Conn. For more details, contact Dusty Lighter, P. O. Box 72, Gales Ferry, Conn. 06335.

- *uss Swanson* (DD 443)—A reunion will be held in New York City July 26, 27 and 28. For additional information contact Milburn R. Miller, 134 North Walnut St., Boyertown, Pa. 19512.

- *uss Pennsylvania* (BB 38)—The fifth reunion will be held at 4100 E. Willow Ave., Long Beach, Calif. For further information, contact Phil Turbitt, 154 W. Zane St., Long Beach, Calif. 90805.

- *uss Louisville* (CA 28)—Will hold a reunion July 19 and 20 at the Sherman House, Chicago, Ill. Contact S. D. Martinson, 3238 N. Schultz Drive, Lansing, Ill. 60438.

- *uss Quincy* (CA 39)—Members who served aboard this ship will hold their 11th reunion on 7, 8, 9 June at the Marriott Motel, Saddle Brook, N. J. Write Ed Moore, 173 Carlton Terrace, Teaneck, N. J. 07666, for details.

- *League of Naval Destroyermen*—Will hold its second reunion 8 through 11 August in Chicago. Contact R. H.

Carlson, P. O. Box 238, Wapping, Conn. 06087.

- *uss Williamsburg* (AGC 369)—Will hold a reunion October 18, 19 and 20 at Washington, D. C. For information, write to A. J. Ritter, 4020 Brooks Drive, Apt 217, Suitland, Md. 20028.

- *82nd Seabees*—The 26th reunion will be held in the Sheraton-Biltmore Hotel in Providence, R. I., September 20, 21 and 22. Contact James Greenwood, 995 Emerson Drive, Dunedin, Fla. 33528.

- *30th NCB*—Will hold a reunion May 30 through June 2 at the Jefferson Hotel, Atlantic City, N. J. Contact Frank Sims, Jr., 10 Dartmouth Ave., Somerdale, N. J. 08083.

- *uss Pinkney* (APH 2)—Anyone who served aboard this ship during 1942-44 and who is interested in a reunion, contact Alex O'Hara, P. O. Box 456, Toledo, Ore. 97391.

- *VT 81 (uss Wasp CV 18)*—The 25th anniversary reunion is planned for some time this summer. Contact Richard A. Loso, 44 Velvet St., Bridgeport, Conn. 06610 for details.

- *uss Bunker Hill* (CV 17)—All former shipmates who wish to attend the third annual reunion, to be held in Chicago June 28, 29 and 30, please contact Daniel N. LoRusso, 118 Bowdoin St., Medford, Mass. 02155.

- *uss Natoma Bay* (CVE 62)—The association of the men of *Natoma Bay* and the squadrons attached (VC 9, VC 63 and VC 81), will hold a reunion at the Riviera Hotel, Las Vegas, Nev., on 20 through 22 September. Write to Robert B. Wall, 1601 N. Johnson St., Arlington, Va. 22201.

- *DesRon 48*—Will meet August 8 through 11 at Kewanee, Ill. The squadron includes the following ships: *uss Walker* (DD 517), *Hale* (DD 642), *Kidd* (DD 661), *Abbot* (DD 629), *Stembel* (DD 644), *Black* (DD 666), *Erben* (DD 631), *Bullard* (DD 660) and *Chauncey* (DD 667). Write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

- *29th Seabees*—The 23rd annual reunion will be held August 15 through 18 at the Essex Inn, Chicago. Contact W. P. Mast, 1319 N. Randall Road, Aurora, Ill. 60506.

- *uss New York* (BB 34)—All those who served in this ship between 1914 and 1945 and are interested in a reunion, contact W. P. Cheatham, Route 4, Box 138, Rocky Mount, Va. 24151.

- *uss Reid* (DD 369)—A reunion at Tulsa, Okla., July 19, 20 and 21 is planned for all men who served on this ship. Contact H. M. Blackwell, Jr., 746 East Virgin Place, Tulsa, Okla. 74115.



OBSERVING OPERATIONS—Admiral John J. Hyland, (right), Commander in Chief, U. S. Pacific Fleet, observes operations of Navy units in the South China Sea from the bridge of *uss Newport News* (CA 148). ADM Hyland was aboard the heavy cruiser during tour of ships off Vietnam coast. With ADM Hyland are Vice Admiral William F. Bringle, (left), Commander Seventh Fleet, and Rear Admiral Sheldon H. Kinney, Commander Cruiser-Destroyer Flotilla Eleven. Rear Admiral Kinney also commands the 65-ship cruiser-destroyer group of the Seventh Fleet.



TRAVEL AND TALK—Master Chief Petty Officer of the Navy Delbert Black, GMCM, visits the South Pole and (right) talks with crewmembers of USS Bon Homme Richard (CVA 31). These discussions help keep MCPON informed.

Follow the Book and You Won't Be Far Wrong

SIR: According to *Naval Orientation*, the only time it is considered correct to address a lieutenant commander as "Commander" is when you do not know his name. However, the *Correspondence Manual* states that the salutation in a letter to a lieutenant commander may be "Commander."

Has *Naval Orientation* since changed its orientation?—R. Z. W., LT, USN.

• Many changes may be found in each new edition of *Naval Orientation*, but the section to which you refer, "Forms of Address and Introduction," has changed hardly a jot or tittle for many years.

Both your references are correct. The seeming discrepancies arise from the fact that *Naval Orientation* refers to a social situation; the *Correspondence Manual*, as you say, to the salutation in a letter. In other words, to quote the authority to whom we referred the problem: "The seeming disparity arises from the rules of etiquette involved in

the difference between the written and spoken word."

We can do no better than continue to quote:

"(Naval Orientation) further states that if the surname is known, an officer in that grade should be introduced as 'Lieutenant Commander Smith' and thereafter addressed or referred to, orally, as 'Mr. Smith.'

"I see no reason why written and oral address must necessarily be identical—they have not been so, traditionally.

"In implementing recommendation number 60d of the SecNav Task Force on Retention, it was not the intent of the recommendation (nor of BuPers Notice 1000 of 21 Jun 1966, which implemented it) that the forms of oral and written address for enlisted personnel be identical. The implementation provided for specific differences between the oral and written form of address.

"In summary, I would suggest that

Naval Orientation be the guide in the usage of oral address; that the *Correspondence Manual* be the guide in written address."

So much for *Naval Orientation*. We then passed your question on to the people responsible for the *Correspondence Manual*. This is what the Administrative Management Division, Administrative Office, has to say:

Before the current Navy Correspondence Manual was issued, the oral and written practices were the same. It was at the request of the Assistant Vice Chief of Naval Operations/Director of Naval Administration that the present requirement was added to the correspondence manual. The wording requested is quoted below:

"Rank should be used in the salutations for all officers, instead of using 'Mr.' for lieutenant commanders and below.

"The salutations for Navy personnel should be listed as shown below 1-4t.

The forms of salutation applicable to enlisted personnel were presented in the November 1966 issue of ALL HANDS.—ED.

Salutations in Navy Correspondence

Commander and lieutenant commander

Lieutenant and lieutenant junior grade

Ensign

Chief warrant officer and warrant officer

Chief petty officer

Petty officer first class, petty officer second class, and petty officer third class

Seaman, seaman apprentice, and seaman recruit

Fireman, fireman apprentice, and fireman recruit

Airman, airman apprentice, and airman recruit

Constructionman, constructionman apprentice, constructionman recruit

Hospitalman, hospitalman apprentice, hospitalman recruit

Dentalman, dentalman apprentice, dentalman recruit

Stewardsman, stewardsman apprentice, stewardsman recruit

Dear Commander (surname)

" Lieutenant (surname)

" Ensign (surname)

" Mr. (surname)

" Chief Petty Officer (surname)

" Petty Officer (surname)

" Seaman (surname)

" Fireman (surname)

" Airman (surname)

" Constructionman (surname)

" Hospitalman (surname)

" Dentalman (surname)

" Stewardsman (surname)"

"Flying Radioman" Duty

SIR: I understand the Navy is or was looking for volunteers for "flying radioman" duty. I'm interested, but haven't been able to determine just how and to whom I should apply. Can you give me a lead?—J. P. E., RMSN, USN.

• The Atlantic Fleet has considered requests by RMs who volunteer for aviation duty with certain patrol (VP) squadrons. You can find out where you stand as a prospective "flying radioman" by submitting a request for such duty, through channels, to: Commander, Naval Air Force, U. S. Atlantic Fleet, NAS Norfolk, Va. 23511.—ED.

Gold Hashmark Club

SIR: Just about everybody concerned thought a Gold Hashmark Club for our base was a fine idea, but now that we have one, we're not sure what to do next.

Our club's officers, myself included, have had no previous experience in organizing a club of this nature. We know of no directives upon which to draw for guidance, and we do not have access to bylaws of other Gold Hashmark clubs.

Before we start drawing up a list of club benefits to present to our commanding officer for approval, we'd like some idea of how far we can go. Any suggestions?—J. L. J., YN1, USN.

• Go to the head of the mess line. Wear civvies in the mess hall on weekends. Avail yourselves of certain barber shop privileges.

These are some of the benefits enjoyed by Gold Hashmark club members at other commands. Depending on the situation at your command, they may or may not be appropriate.

In other words, there are no Navy-wide procedures for establishment or administration of Gold Hashmark clubs. There is no set list of benefits that anyone who belongs to such a club might enjoy. It's up to your club membership and your commanding officer to decide how the program is best tailored to meet local circumstances.

Your list of club privileges should be reasonable and appropriate. For example, a two-hour work week for Gold Hashmark club members would probably sound unreasonable to your CO who, if he's like others we know, believes in a day's work for a day's pay. Head-of-the-line chow privileges he might go along with.

Make your club official. The Naval Training Center at Bainbridge, Md., did this by issuing a neat, self-explanatory, one-page instruction, signed by the NTC Commander, which states, in part:

"1. Purpose. To promulgate special privileges established as recognition for petty officers of this command entitled to wear gold lace service stripes and rating badges.

"2. Background. The career Navyman who maintains good conduct for a period of 12 consecutive years is permitted to wear gold lace service stripes and rating badge as an easily recognizable symbol that he has steadily and diligently pursued his career without receiving disciplinary action. It is felt that further recognition of the value of this type of career man is warranted, and that certain special privileges should be extended within this command.

"3. Privileges. The following privileges are hereby established . . .

"a. Head of the line in Mess Hall: Currently extended to all PO1s, this



SAILING SERVICE—Repair ship USS Vulcan (AR 5) sails through calm waters. Vulcan is serving as flagship for Commander Service Force, U. S. Atlantic Fleet.

privilege is extended to all holders of Gold 'H' cards.

"b. Civilian clothing may be worn in the Mess Hall, on weekends, by Gold 'H' card holders.

"c. Open Gangway: Automobiles bearing the Gold 'H' decal shall be permitted to pass through Center gates without the occupant showing identification. However, if security circumstances dictate that identification is necessary, it will be produced immediately as requested.

"d. Barber Shop: One chair shall be set aside at the enlisted barber shop for Gold 'H' card holders, in uniform, Monday through Friday.

"e. No privilege authorized by this Instruction shall be construed by any Gold 'H' card holder to mean that he will be allowed to supplant the privileges accorded senior petty officers.

"4. Action. Addressees will ensure that all qualified petty officers attached . . . are presented with the Gold 'H' card and bumper decal . . ."

While we're on the subject, Master Chief Petty Officer of the Navy Delbert D. Black has commented that his office has received suggestions calling for Navy-wide formation of Gold Hashmark clubs. The MCPON checked with various sections in BuPers, and found consensus that for now, anyway, such clubs would be more effective and have more prestige if handled at the command level, tailored to local circumstances. Good luck with yours.—ED.

About That "Copy To" Line . . .

SIR: I think an interpretation of the rule is in order with regard to the distribution of enclosures to the "Copy to" addressees, as quoted in the Correspondence Manual. To wit:

"In order to provide a complete information copy to "Copy to" addressees, enclosures listed in the heading (of a letter) will be furnished to each, unless the addressee is known to be a holder of the enclosure, or when furnishing a copy is not practicable.

"For the latter, the notation 'without enclosure' or its abbreviation 'w/o encl,' and the number assigned to the enclosure in the heading entry are shown in parentheses immediately following the title of the 'Copy to' addressee."

This seems clear enough, yet I continue to receive letters without the listed enclosures attached, or with the notation "w/o encl" typed adjacent to our activity's "Copy to" title. I also receive letters which have enclosures attached, and with the notation "w/encl" immediately following the title.

Presumably only one can be correct. Which one?—L. S., YN1, USN.

• The problem may stem from an administrative change which took place when SecNav Inst 5216.5A of 20 Jan 1966 superseded SecNav Inst 5216.5 of 1 Nov 1955. (For the benefit of our non-yeoman friends, SecNav Inst 5216.5 series is, in reality, the Correspondence Manual).

The 1955 issue stated that, if enclosures were provided to "Copy to" addressees, it was to be so indicated after the "Copy to" information: "w/encl—."

However, the 1966 issue, currently in effect, says that, if the enclosures are not provided to "Copy to" addressees, then the notation "w/o encl—" should be indicated, following the short "Copy to" title.

Perhaps if a "Copy of" this explanation were sent to your friends who list you as "Copy to: w/encl—" the problem might be solved. We hope so.—ED.

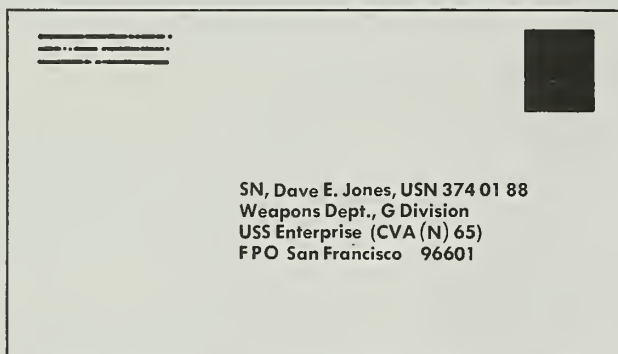
MAIL for the MILITARY MAN

AMERICA'S SERVICEMEN RECEIVE THE BEST POSTAL SERVICE IN THE WORLD — WITH YOUR HELP

Navy men stationed in Southeast Asia, Europe and at other distant points will receive their mail faster if they inform their correspondents of the many new postal services for speeding letters, packages, books and other articles between the United States and overseas locations.

Here is a visual summary intended to point out the various methods by which mail travels fastest, how much it will cost, how it should be prepared for mailing and how it should be addressed. Check these methods so you can advise the folks back home. The first thing to remember concerning a proper address is that all mail sent through the armed forces post offices must include the full five-digit APO or FPO numbers.

Prepared by ALL HANDS Magazine



● PRIORITIES OF MAIL SENT TO AN APO OR FPO ADDRESS

All items marked **AIR MAIL** and bearing airmail postage receive first priority.

● Military official letters and parcels marked **FIRST CLASS, SPECIAL HANDLING** receive second priority.

● **SAM**—Space Available Mail receives third priority for air transportation. This includes:

✓ Personal first class letters, **FREE** mail from combat zones, sound recorded communications having the character of personal correspondence, packages weighing up to 5 lbs., and weekly (or more frequent) news publications destined for combat, hardship, isolated or combat support areas.

✓ Parcels must be marked **SAM**. They will be airlifted on a space available basis without requiring airmail postage.

● **PAL**—Packages sent by Parcel Airlift and marked **PAL** are also included in the Space Available category, and do not require airmail postage; however, the \$1 **PAL** fee must be paid to receive this service.

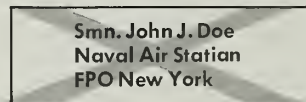
● All other mail is sent on the first available surface transportation.



CORRECTLY ADDRESSED MAIL

Correctly addressed mail can be quickly sorted for dispatch overseas.

INCORRECTLY ADDRESSED MAIL can't be delivered.



Letters and gift packages must be addressed to a specific serviceman. Those sent to general addresses such as **SERVICEMEN VIETNAM** will not be delivered.



LETTERS SPEEDED BY AIRLIFTS

A 6-cent stamp provides airmail service overseas and in nearly all cases within the U.S.

First-class letters mailed from Chicago directly to Vietnam usually arrive within 5 to 7 days.

Airmail letters receive priority and are guaranteed the fastest service within the U.S. and overseas.



NEWS MAGAZINES AND PAPERS

Those published at least once a week and featuring current news are now airlifted from the U.S. port to Vietnam and many other overseas areas designated as "hardship, isolated, or combat support" areas.

NONMAILABLE MATTER

Some items cannot be mailed to military post offices. These include matches, lighter fluid, intoxicating liquors, magnetic materials and radioactive matter. If in doubt about the mailability of an article, ask your local postmaster.



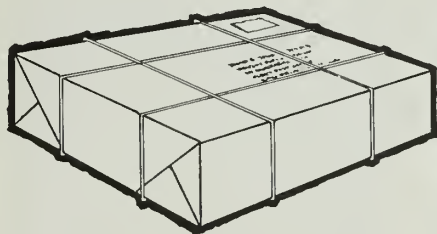
THREE SERVICES FOR SPEEDING PACKAGES TO OVERSEAS SERVICEMEN ARE PAL, AIR PARCEL POST AND SAM:

PAL— Regular parcel post rate to the U. S. port plus a flat charge of \$1 for air service from your city to overseas addresses.

Packages up to 30 lbs. in weight and 60 inches in combined length and girth accepted.

EXAMPLE:

An Oklahoma City family can send a 15-lb. PAL package to a son in Vietnam for only \$3.35. The package should reach him in 5 to 7 days.



SAM PACKAGES PAY ONLY

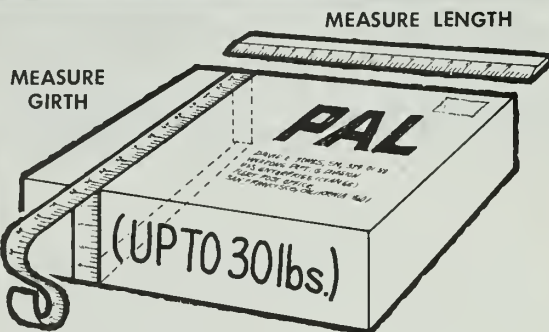
Parcel post rate to the U. S. port city.

They are carried by rail or truck to port city, then airlifted overseas as Space Available Mail (SAM).

Parcels up to 5 lbs. in weight and 60 inches in combined length and girth accepted.

EXAMPLE:

A 3-lb. SAM package mailed from Kansas City to a serviceman in Europe requires only \$.85 in postage. Delivery can be expected in 10 to 15 days. Delivery to ships operating at sea may take an additional 1 to 14 days.



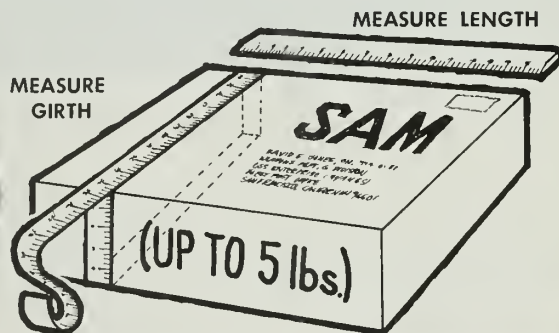
Length + Girth = 60 inches (max.)

FOR SMALL PACKAGES CONSIDER AIR PARCEL POST

On packages weighing 2 lbs. or under, Air Parcel Post costs even less than PAL.

EXAMPLE:

An Air Parcel Post package weighing 1 lb., 14 oz., mailed from Phoenix, Ariz., to sailor in Mediterranean costs only \$1.68.



SOME PAL AND SAM RATES ARE EVEN LOWER

Books, phonograph records and other items are entitled to special 4th class rates.

Package of books weighing 3 pounds—labeled SAM—requires just 24 cents postage from any city in the U. S.

For the faster PAL service—airlifted all the way—the postage for three pounds of books would be 24 cents plus \$1 PAL fee—for a total charge of \$1.24.

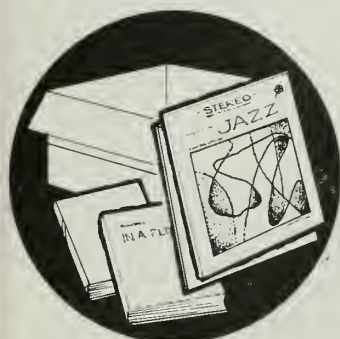
On packages weighing more than 5 pounds and not exceeding 30 pounds, families

mailing books overseas should use PAL for low-cost airlift service.

SOUND RECORDED PERSONAL MESSAGES ALSO ARE AIRLIFTED...

Tapes and discs with personal messages can be mailed at the rate of 6 cents for the first two ounces and two cents for each additional ounce.

A plastic tape carrying messages from a serviceman's family and friends in Chicago might weigh only two ounces—requiring six cents postage. It could reach the serviceman in Vietnam within 5 to 7 days.

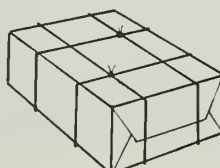
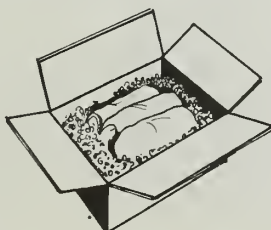


Cushion your gifts in boxes of solid fiberboard, metal or wood.

Place serviceman's name, address and list of contents inside package.

On shipments to American servicemen stationed abroad, many foreign countries require customs declarations. They are not required to Vietnam. When in doubt, check with your postmaster.

THE VALUE OF YOUR GIFT IS IN THE PACKING



It is best to omit outside wrappers if the box makes an adequate shipping container.

If wrapping is needed, use a heavy Kraft paper similar to that used for grocery bags.

Be sure to include the full five-digit Armed Forces Post Office number with serviceman's address.

A return address is required on all packages.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



WHAT'S A TWR?—This is a TWR, Torpedo Weapons Retriever. TWR 2 is one of five such craft saving Navy money and time recovering practice torpedoes.

Sea-going TWR

Ever hear of a TWR? It stands for Torpedo Weapons Retriever. The Navy has four of them.

TWR 2 is the second of its type built for the Navy. She was launched at Tacoma, Wash., in June 1965 and brought to Charleston, S. C., via the Panama Canal, arriving in September when she became a unit of Submarine Squadron Four.

She became fully operational in January 1966 and, through Novem-

ber 1967, had recovered 400 exercise torpedoes and performed numerous other secondary missions.

Four hundred torpedoes represent over \$15 million in total value; but more important is the operating time gained for the submarines by not having to recover their own torpedoes.

Operating in rough Atlantic waters at distances averaging 100 miles from shore, the TWR differs from its predecessors, the 63-foot AVR and the 72-foot TRB. One hundred

and two feet in length, with a 21-foot beam, a high freeboard, and many other carefully designed sea-keeping qualities, she can remain at sea for periods up to five days, or steam 2000 nautical miles without refueling.

TWR 2 can accommodate up to 18 torpedoes with little change in speed or stability. Powered by four high-speed diesels, she can develop 2400 shaft horsepower and attain a top speed of 18 knots, with a normal cruising speed of 15 knots.

Manned by a crew of 14 enlisted men, she is skippered by a chief quartermaster with a first class boatswain's mate as his assistant.

Action on the Canal

"From where I was standing, I could see the VC firing from spider holes and trees less than 100 feet from where we beached. The troops couldn't see them because they were running up the ramp. I stood up with my bullhorn and started yelling at them to keep down, trying to tell them where Charlie was. All of a sudden I felt like somebody had hit me in the back with a baseball bat, and I was thrown to my knees."

Boatswain's Mate First Class R. D. Sullivan shifted uncomfortably as he spoke. In the pale blue pajamas of the Navy sick bay, he looked strangely out of place. He had the tanned, weatherbeaten face of an outdoorsman, and he was obviously uncomfortable in his confinement.

Sullivan, the captain of a Navy armored troop carrier attached to River Assault Flotilla One in Vietnam's Mekong Delta, was describing the battle which had landed him in the hospital.

His boat, in company with six other assault craft, had navigated the Rach Cai Cam Canal near Vinh Long. They had been called into the area as a reaction and reinforcement force following heavy enemy contact by other Mobile Riverine Force units in the area.

"The canal was only about 100 feet wide," Sullivan recalled. "We were under fire as we approached

This Is A Good Suggestion

Lieutenant Don Frost of Pacific Fleet Activities supply department received proof that the Navy's Beneficial Suggestion Program does pay. His suggestion that chilled and frozen produce be shipped to Sasebo directly from Oakland, rather than from the Army depot in Yokahama won him a check for \$1265.

Estimated yearly savings to the Navy would be about \$114,800. Implementation of the suggestion will reduce the flow of gold, improve utilization of shipping to Sasebo, reduce inland transportation costs and will supply Sasebo with better quality fresh produce.



the beach, but that was nothing compared to what we were in for."

His boat, armored troop carrier 111-10, was carrying a platoon of infantrymen of the Second Brigade, Ninth Infantry Division, the ground unit of the Mobile Riverine Force. The battle in which they were engaged was one of many in Operation Coronado X, a campaign designed to free the Delta area south of Saigon from the Viet Cong. As the boats moved down the narrow canal, it became obvious that the VC were lying in ambush.

Sullivan shook his head. "They were waiting for us, closer to the beach than we expected. We beached the boat under fire from both banks. I was standing between the two .50-caliber machine gun mounts high above everyone else. The Army was running up the ramp into the fire and couldn't see what I could. While I was yelling at them, a rifle grenade bounced off the mount right behind me and detonated."

As captain of the 56-foot converted landing craft, Sullivan's duty station is above the conning station. Wearing battle gear, protective body armor and a helmet, he is able to direct his boat's activities while commanding an unobstructed view of the surrounding area.

"My flak jacket and helmet saved my life," the 43-year-old Navy veteran said. "As it was, I was able to walk below after I told the kids I was hit. They put battle dressings on me and took me to a medical aid boat. In 10 minutes I was on a heli-

copter and on the way back to the base."

Sullivan moved stiffly as he talked, turning his whole body to glance at people who walked by. He was still heavily bandaged and doctors had not yet released him for duty.

Although he referred to his crewmen as kids, he didn't describe them as such. "They did well. They learned fast, under fire. They didn't make any mistakes."

As his CO pinned a Purple Heart Medal on his pajamas, Sullivan seemed even more out of place. He had one last comment on the situation. "I just want to get out of here and back to my boat."

Never a Dull Moment

Some homes are quiet places; others are lively places, bursting with activity. Ronnie K. Polston, Aviation Storekeeper Second Class, and his wife Dorothy have always had one of the latter.

Since 1962 the Polstons have welcomed 21 foster children into their home.

Now stationed with Patrol Squadron 22, Ronnie married Dorothy in 1955. By the time 1962 rolled around, they had four children of their own and were ready to embark on their longstanding dream—providing a home for children awaiting adoption.

At that time, they rented a large house in Corpus Christi, Tex., and contacted officials of the foster parents program. After completing many forms, interviews and physical

exams, they were accepted as foster parents.

Then began the parade of children. Some stayed for short periods, some longer; one remained for over a year.

Many times there was only one additional child, but at one time, the Polstons' was home to five foster children.

In 1965, Ronnie received orders to *USS Maury* (AGS 16), then operating off Vietnam. This could have meant a break in their program, but Dorothy kept their Corpus Christi home lively with their own and foster children.

In 1966, they were stationed in Hawaii with their family. Four children were theirs, and one was a foster child they were in the process of adopting.

Since then, Ronnie and Dorothy have completed adoption procedures and have continued with their work as foster parents.

"There has been a great need for foster parents almost everywhere I've been stationed," says Ronnie.

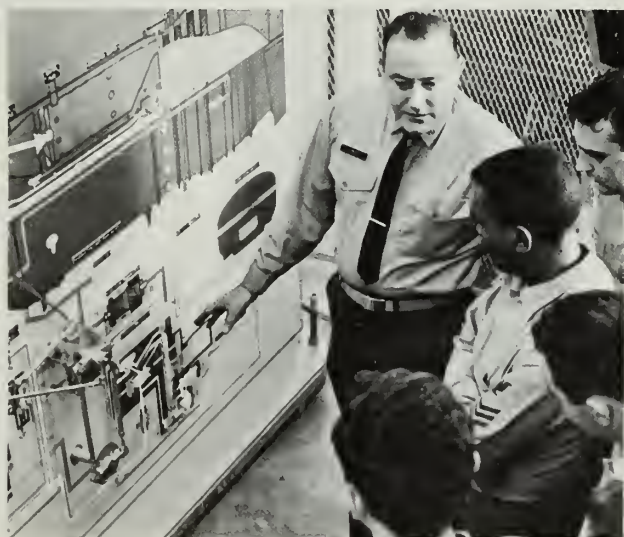
The Polstons enjoy filling that need.

Replenishes Ship and Crew

The first of a new class of one-stop supply ships—the replenishment oiler *Wichita* (AOR 1)—has been launched at Quincy, Mass.

With a sustained speed of 20 knots, the AOR is meant eventually to replace our older and slower oilers. But that's not all. In addition to her capability as an oiler, *Wichita* will carry about 750 tons of refrig-

TRAINING TROUBLESHOOTERS—A P3V instrument panel controls a T-56 engine trainer in the classroom. *Rt:* ADJ students watch the engine reactions to the various controls and thereby better understand engine principles.



erated and dry provisions, consumables and ammunition, including torpedoes and missiles.

This will enable *Wichita* to handle destroyers and other small ships in one replenishment.

Wichita's modern transfer-at-sea techniques will include helicopters operating from a landing platform on her stern.

She will displace 37,360 tons when fully loaded.

Construction of *Milwaukee* (AOR 2) is now in progress.

A Most Beautiful Sight

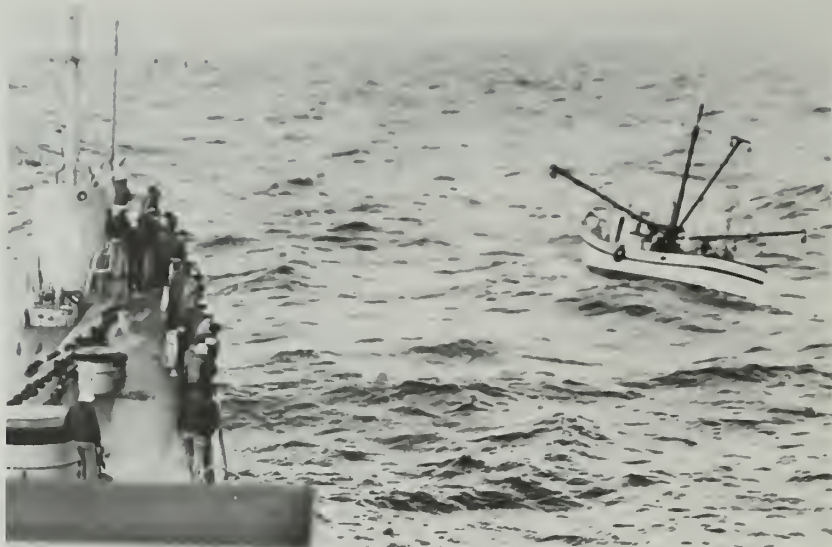
An urgent radio message from the Liberian oil tanker ss *Pegasos* announced that she had lost all power and was floundering helplessly in heavy seas about 250 miles east of Cape Hatteras, N. C.

The antisubmarine warfare carrier uss *Wasp* (CVS 18), on routine maneuvers 80 miles to the south, heard the SOS and quickly dispatched three SH-3A *Sea King* helicopters to the scene.

Wasp also sent an E1-B *Tracer* to guide the helicopters to and from the tanker.

When the three choppers arrived over *Pegasos*, the tanker's decks were awash and black oil was streaming from the cracks in her hull. Three merchant ships also had answered the distress call and were standing by. One, ss *Franconia* from Liverpool, England, had rescued 19 *Pegasos* crewmen with her motor

TROUBLED TANKER—Helicopter from USS *Wasp* (CVS 18) hoists crewmember of disabled tanker SS *Pegasos* during rescue in heavy Atlantic seas.



FISHERMAN'S FRIEND—USS *Springfield* (CLG 7) delivers water pump by shot-line to fishing trawler in trouble in heavy seas off the coast of Georgia.

whaleboat but was unable to continue the rescue operation because of the heavy seas.

Two of the Navy helos flew low and began removing the rest of the crew. One picked up eight *Pegasos* crewmen and flew them to *Franconia*, while six more men were hoisted away by the second chopper.

The captain of the ship and several crewmen elected to stay aboard to protect the ship's salvage rights and await the arrival next day of civilian tugs.

The helos then returned to *Wasp* and the carrier continued on her way.

Swift Swift Saves Angel

"The helo just kept falling. We knew it was going to crash any second," said Lieutenant (jg) Charles W. Johns.

LTJG Johns, the skipper of PCF 78, was heading north to his patrol station along the demilitarized zone when it happened.

"We were only about 10 miles out of Da Nang when we spotted this Army helicopter losing altitude rapidly. The helo looked as if it were trying to make it to the beach, but it was coming down much too fast."

The *Swift* boat sped after the copter.

"We were right on top of it when it finally hit the water," said Radarman Second Class Russell R. Shaw. "We started hauling them out immediately."

In less than eight minutes, all seven of the helo's crew were safely on board the *Swift* boat.

"One man, the pilot, couldn't swim," said LTJG Johns, who had been in Vietnam only two months and had already put his *Swift* through two firefights with the Viet Cong. "He kept himself afloat with his helmet until we could get to him."

A few minutes later, the *Swift* was back in Da Nang. An awaiting ambulance took the helicopter crew to the hospital at the Naval Support Activity, where they were examined and released.

One of the helo's crewmen later volunteered a description of the *Swift* boat: "I've never seen a prettier sight."

—Dave Hough, JO3, USN.

FIVE Serves Its Purpose

The more than 30 ships of Pearl Harbor's Service Squadron Five have a big job to do. Theirs is the responsibility for salvage, towing, and supplying aviation fuel and oil to the Fleet and to the I Corps Area in Vietnam.

The vessels belonging to COMSERVRON Five include seven salvage ships, four Fleet oilers, six gasoline tankers, five survey ships, plus nine Fleet ocean tugs and one smaller auxiliary tug.

In addition, the squadron has one shore unit—Mobile Technical Unit One (MOTU 1).

Salvage is one of COMSERVRON



Five's biggest jobs and the responsibility is discharged by the squadron's seven salvage ships and 10 tugs.

When either a civilian or a military vessel runs afoul of a reef or strikes a mine off Vietnam, it is frequently COMSERVRON Five's job to refloat the vessel and, if need be, tow it to a repair facility.

The towing jobs, of course, are done by the squadron's Fleet and auxiliary tugs which, beyond doubt, have the necessary muscle for the job. They are capable of towing an aircraft carrier about 2000 miles without a stop.

COMSERVRON Five's six gasoline tankers supply Air Force and Marine detachments and airfields in Vietnam with a prodigious amount of aviation gasoline, jet fuel and diesel oil.

One squadron ship, *uss Kishwaukee* (AOG 9), was a pioneer in using the refueling method which is now commonplace offshore the I Corps Zone.

The method employs a four-inch rubber hose which is floated on the water between the shore depot and the tanker which remains about 2000 yards offshore. Because of its distance from enemy fire, the tanker can work comparatively free from harassment.

The squadron's four oilers also keep aircraft carriers and gunfire support ships on the line and the floating gas stations double as mail carriers and also transfer movies, provisions and even ammunition.

The squadron's most sophisticated vessels are its five survey ships which chart the Pacific Ocean floor.

Two of the survey ships, *uss Maury* (AGS 16) and *uss Serrano* (AGS 24) covered 28,000 miles last year and produced 14 hydrographic field charts.

Although ships are the squadron's backbone, its shore installation is also an indispensable link in the service chain. Whenever a ship has problems beyond the competence of its crew, a Mobile Technical Unit One specialist is dispatched to the ailing vessel to provide the necessary technical knowledge.

Fleet and Force ships also, of course, leave equipment to be repaired at the Unit's Pearl Harbor Headquarters and sometimes they themselves remain. Auxiliary Repair Drydock 30, located at Pearl Harbor's submarine base, usually has an



MED MUSIC MEN—It's request time aboard *USS Franklin D. Roosevelt* (CVA 42) with the Sixth Fleet and WFDR disc jockeys man turntables and phones.

occupant—either a submarine or one of the smaller Fleet ships.

The Nymen of Service Squadron Five would be the last to claim theirs is a glamorous job or even an exciting one. Nevertheless, they and the Navy know that, if the squadron suddenly disappeared, a considerable portion of the Navy would come to a halt until a replacement could be found.

—John Keahey, JO3, USNR.

Name It, and We'll Play It

Music plays a big part in the lives of the crew on board the attack aircraft carrier *uss Franklin D. Roosevelt* (CVA 42) operating in the Mediterranean.

Like all ships, *FDR* carries men with different tastes in music. Satisfying such a varied musical appetite is a tall order. However, WFDR, *Roosevelt's* radio station, fills the air with the sound of music 24 hours a day from the studio's record library of more than 7500 rec-

ords, plus a selection of recorded tapes, courtesy of the Armed Forces Radio and Television Service.

Even the most selective music buff on board is bound to hear his favorite tune at some time during a typical broadcast day, be it rock and roll, soul, progressive jazz, country and western, classical, or that broad category of pop.

The radio staff is comprised of six disc jockeys. Each bringing to his program his own style.

Occasionally, two DJs team up to do a two-man show which usually becomes an all-in-fun show where barbs fly faster than music. Sometimes they do a show called "Don't Call Us, We'll Call You." It's been described as a type of request show in reverse. For instance, while the records are turning, the DJs go through the phone book, select a number and spin the dial. Whoever answers may make a request.

What's your pleasure?

—Joe Sarver, JOC, USN.

USS Truxtun, Second Nuclear Frigate

Recently you have probably read in the newspapers about the nation's second nuclear powered guided missile frigate *uss Truxtun* (DLGN 35). She was commissioned last May at Camden, N. J.

The new frigate is the fifth U. S. Navy ship to bear the name of Commodore Truxtun, the first commanding officer of the frigate *Constellation*.

Truxtun has a combined capability for anti-air and antisubmarine warfare. She is armed with one twin *Terrier* surface-to-air missile

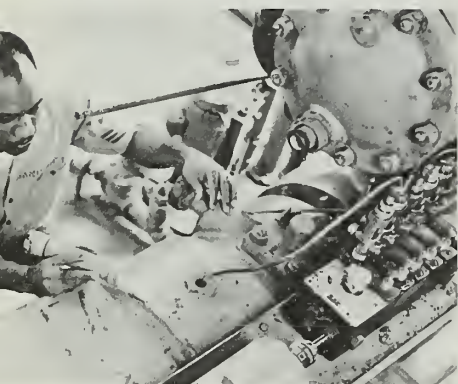
launcher, one 5-inch/54-caliber and two 3-inch/50-caliber gun mounts. She also is equipped with a bow mounted long range sonar, anti-submarine rockets (*Asroc*), and the Navy Tactical Data System.

Truxtun is the fourth nuclear surface ship built for the Navy.

Truxtun has an over-all length of 564 feet, a beam of 58 feet, and is powered by two nuclear reactors. Her full-load displacement is approximately 9000 tons. Her keel was laid on 17 Jun 1963, and she was launched 19 Dec 1964.



SAFETY GEAR—Fire safety shower is checked by Jose Deguzman, USN.



ON TOP—Compressor valves are inspected by Willie Dangerfield, MM1, USN. Below: Dye test to check purity of oxygen is made by Jim Kangus.



METER READING—Jim Kangus, MMFN, logs readings on compressor gauges.

Good Lox

Perhaps Navy pilots, doctors, firefighters and welders in Vietnam don't know it, but 19 men at Cubi Point, R. P., are very important to them.

The 19 work in Cubi's liquid oxygen (LOX) plant, compressing air, cooling and filtering it to produce 99.5 per cent pure oxygen or nitrogen.

In Vietnam, as elsewhere, oxygen is used by pilots at high altitudes, by doctors in hospitals and hospital ships, and by ship and aircraft welders—each in his own way.

The nitrogen produced at Cubi is used as a propellant in firefighting equipment, and for inflating aircraft tires and cleaning struts of combustible gases.

The liquid oxygen, of course, is the more important of the LOX plant's two products and the Cubi Point Naval Air Station maintains a reserve of about 2500 gallons.

One thousand gallons are stockpiled for the Seventh Fleet. Whenever a user's supply runs low, either in the Fleet or in Vietnam, Cubi's reserves are tapped.

Although technology has improved equipment, the technique of separating liquid oxygen from air was invented nearly a century ago. It wasn't developed for military and commercial use, however, until World War II when necessity, in this case, proved to be the mother of development rather than invention.

Oxygen was in great demand, particularly for ship repair at advance bases. Before the war, the product had always been shipped as gas in

cylinders but the demands of the war for oxygen forced the development of other shipping methods.

LOX provided the solution to the problem, since one liquid gallon of oxygen converts to 115 cubic feet of gas and a 500-gallon tank can fill 287 cylinders having a capacity under pressure of 200 cubic feet each.

The process used to produce LOX at Cubi Point is similar to that used nearly a century ago when oxygen was first liquefied. Air is compressed to a very high pressure, then cooled to a temperature approaching absolute zero (−459 degrees Fahrenheit).

At this temperature, the oxygen and nitrogen in the air liquefy and the carbon dioxide solidifies and is filtered out. Other gases, which have condensation points closer to absolute zero, are vented away. The nitrogen is then boiled off as a gas (nitrogen's boiling point is −321 degrees Fahrenheit), leaving the LOX 99.5 per cent pure.

The finished product is pumped into special portable tanks built on the same principle as a thermos bottle. In these tanks, the liquid oxygen can be stored, transported or dispensed in amounts as required.

A venerable adage tells us that we can't expect something for nothing. The men at Cubi Point's liquid oxygen plant bend the old saying a little and prove they can produce something from nothing—provided, of course, you consider thin air as being nothing.

—Story by

Kenneth B. Dalecki, JO3, USN.

—Photos by Richard Bell, PH3, USN.

Welcome Aboard—

New Chief of Naval Personnel

Vice Admiral Charles K. Duncan has assumed his duties as the new Chief of Naval Personnel. Vice Admiral Benedict J. Semmes, Jr., who completed his four-year tour as Bureau chief in April, has become Commander Second Fleet, the position held by Admiral Duncan before he received his Washington assignment.

Admiral Duncan is a graduate of the Naval Academy and the Armed Forces Staff College, and a recipient of the Legion of Merit which he received as Commander of the U. S. Atlantic Fleet Amphibious Force before he was assigned ComSecond Fleet.

After receiving his commission in 1933, Admiral Duncan reported aboard the cruiser *uss Salt Lake City* (CA 25) where he served until 1938 when he was assigned to the destroyer *uss Schenck* (DD 159). He served as flag lieutenant to Commander, Destroyers, Atlantic Fleet followed by duty as flag lieutenant to the Atlantic Fleet Service Force Commander.

As executive officer of the destroyer *uss Hutchins* (DD 476), he served both in Atlantic and Pacific operations early in World War II. He assumed his first command—the destroyer *uss Wilson* (DD 408)—in 1943 and directed her participation in Pacific action at Tarawa, Kwajalein, Saipan and Rabaul Islands. During this period, he received two Commendation Ribbons with Combat "V."

ADM Duncan's first shore duty assignment was in BuPers as Director of Naval Officer Procurement. He was a member of the Holloway Board which developed postwar officer education programs such as the NROTC as it is today.

Returning to sea, ADM Duncan served as the executive officer of the battleship *Wisconsin* (BB 64), then he attended the Armed Forces Staff College, after which he served on the staff of Commander in Chief, U. S. Atlantic Fleet.

In 1951, the Admiral led COMDESDIV 62 before he was assigned to the newly formed NATO staff under the Supreme Allied Commander Atlantic. He next served as the Admin-



VADM Benedict J. Semmes, Jr.
Commander Second Fleet



VADM Charles K. Duncan
Chief of Naval Personnel

istrative Aide to the Chief of Naval Personnel in 1953, and then assumed command of the transport *uss Chilton* (APA 38). His last assignment before his selection to flag rank was on the staff of the Commander in Chief, U. S. Pacific Fleet.

From the position as COMPHIBGROUP One, ADM Duncan became Commander of the PacFlt Amphibious Training Command, followed by a tour as Commander, Naval Base, Subic Bay, Republic of the Philippines. In 1962 he returned for another assignment in BuPers, this time as the Assistant Chief for Plans.

The admiral's next tour was as Commander of the Cruiser-Destroyer Force, Atlantic, before he became Commander of the Atlantic Amphibious Force and subsequently Commander of the Second Fleet.

Vice Admiral Benedict J. Semmes, Jr., USN, leaves for his new assignment as ComSecondFleet after four years as the Chief of Naval Personnel. His active duty has covered a span of some 30 years of service in all types of ships and challenging shore assignments.

As an ensign fresh out of the Naval Academy in 1934, his first assignment was in the battleship *uss Mississippi* (BB 41). He then had duty on the Staff of Commander, Battle Force, after which he served in the destroyer Navy, in *uss Claxton*

(DD 571) and *Badger* (DD 126).

In January 1940 he was assigned to the carrier *uss Wasp* (CV 7) and served on board her during the period of the struggle for Guadalcanal until she was lost after being hit by torpedoes from a Japanese submarine in the Solomons. Then, as Executive Officer of *uss Sigsbee* (DD 502), he saw service in raids on Marcus and Wake Islands and in the assault of Tarawa.

In mid-1944, he took command of *uss Picking* (DD 685). In that command he was awarded the Navy Cross and the Bronze Star with Combat "V" for heroism in combat.

Post World War II sea duty included command of the destroyer *uss Ault* (DD 698); Destroyer Division 302 in the Western Pacific during Korean hostilities; Chief of Staff, Destroyers, Atlantic; *uss Shenandoah* (AD 26); and Destroyer Flotilla THREE.

Shore assignments for Vice Admiral Semmes have included duty on the Staff of Commander Gulf Sea Frontier, the Staff of the Commander, U. S. Naval Forces, Germany, and several tours in the Bureau of Naval Personnel in Washington, D. C. He graduated from the National War College in 1958.

After serving as Commander, Middle East Force in the Indian Ocean/Persian Gulf Area, in August 1963 he became Commander Cruiser Destroyer Force, Atlantic Fleet. On 1 Apr 1964 he became Chief of Naval Personnel and Deputy Chief of Naval Operations (Manpower and Naval Reserve).

His flagship as ComSecondFlt will be *uss Springfield* (CLG 7).

Subic Bay Mountaineers

High atop a mountain overlooking the Subic Bay Naval Base in the Philippines, a 140-foot tower stretches to a pinnacle of 1702 feet above sea level, thus making it a model navigational homing beacon for local and trans-Pacific aircraft.

But this is not its primary function.

Through the wizardry of modern electronics, this remote little station, manned by a score of Navymen, can relay as many as 2400 voice messages at any given time. Or, it may adapt each voice circuit through 16 teletype circuits as a further means of communicating. Mt Santa Rita station also relays radio entertain-



FIRST BIRTHDAY—USS *Arlington* celebrated her first birthday as an AGMR while providing communication relay duties for Seventh Fleet in Tonkin Gulf.

ment from Clark Air Force Base to the Subic naval base Armed Forces Radio Service station, a distance of about 50 miles.

From the viewpoint of the men assigned to the relay station, they feel they are perched on top of the world; Subic Bay appears like a toy town to the west while Clark field is barely visible on the horizon to the east. This vantage point places another responsibility on the men of Mt Santa Rita. They act as fire wardens, keeping watch for grass and brush fires and helping to fight them when necessary.

Because of its near-isolated location, the relay station has its own water reservoir and purification unit, keeps a month's supply of rations on hand, and operates its own power system supplied by two 275-kilowatt generators. Water is pumped from a river at the foot of the mountain and flows into a 40,000-gallon reservoir. A 7000-gallon tank is kept filled with purified water and a large storage of fuel oil is kept in reserve.

To date, the Mt Santa Rita mountaineers have been isolated for just one week. That was when their single access road was blocked by fallen trees blown down during a typhoon. Otherwise, transportation is run to Subic Bay nightly for those wishing to go on liberty in the nearby village of Olongapo, and, on

occasion, members of the crew plan trips to such places of interest as Manila and Corregidor.

In and around the station recreation ranges from pinochle games to jungle patrol treks, all of which contribute to a high level of morale. A great deal of the men's time is spent working on educational and training courses and physical fitness, the latter of which has become tradition

with the Mt Santa Rita men.

They have rather unusual methods of keeping in shape; running up the two-mile-long road leading to the complex's tower is one of them. Requirements stipulate a 25-year-old man must make the trip in 40 minutes. Anyone over 25 may subtract from his final time one minute for each year over 25. Conversely, anyone under 25 must add one minute for each year under 25. Jungle patrols, on the other hand, help to tone up body muscles through walking. It is also good for reflex training for it's not uncommon on the trail for the men to encounter such creatures as pythons, cobras, four-foot monitor lizards, wild boars and monkeys, which lend to the excitement of mountain living.

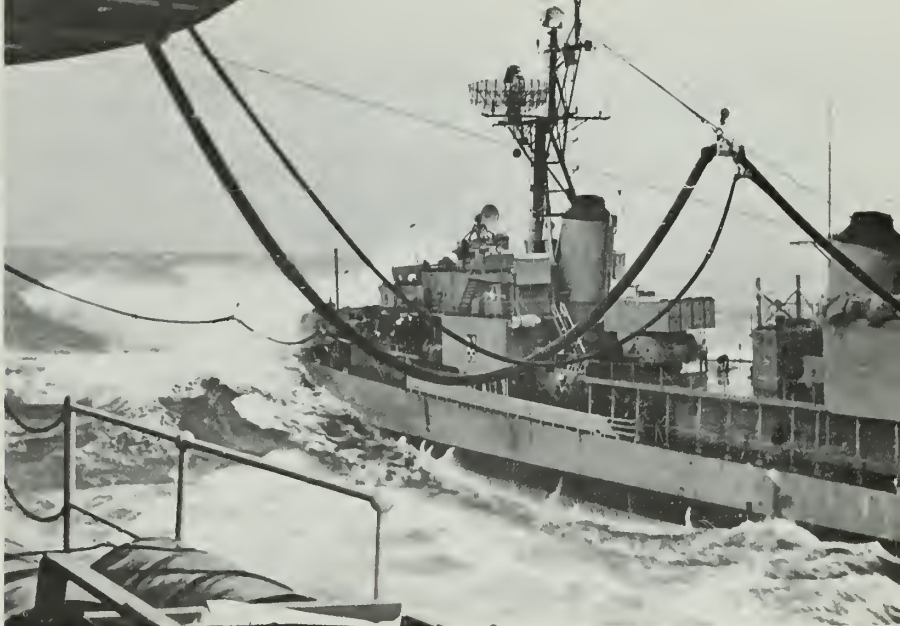
In spite of the remoteness of the complex, living conditions are comfortable. Weatherwise, the temperature is between 10 and 15 degrees cooler on the mountain top than it is in sultry Subic Bay. Otherwise, there is a small Navy Exchange outlet, a TV lounge, a library and a recreation room complete with the atmosphere of an after-hours service club. In addition, movies are shown every night.

The success of the Mt Santa Rita mountaineers can perhaps best be reflected in the Navy Unit Citation awarded to the facility and its parent command, the Naval Communications Station, Philippines.

—C. K. Ferguson, JOC, USN.



BIG GIRL—USS *Providence* (CLG 6) cruises waters off coast of Vietnam.



'Set the Replenishment Detail'

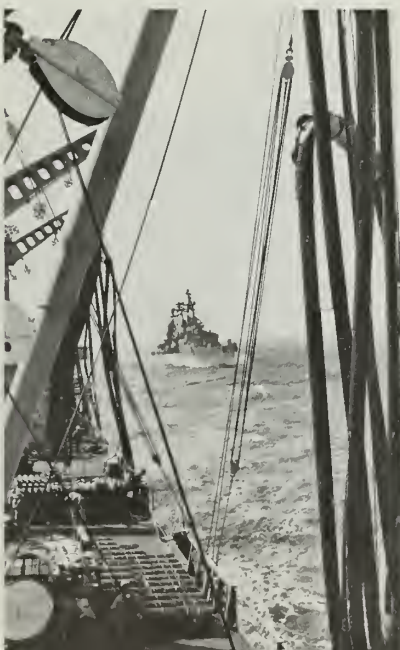
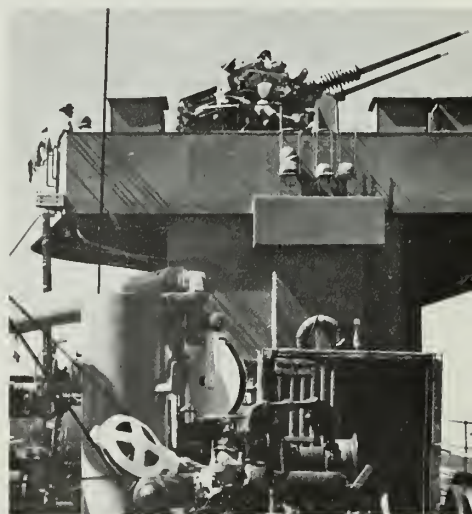
IT MAKES NO difference how tired, hungry or grimy a man feels. When the word "Set the replenishment detail" is passed aboard a Fleet oiler, he goes.

uss *Ponchatoula* (AO 148) is a Fleet oiler—all 60,000 tons of her. At the moment she steams in the combat lanes off the coast of Vietnam, providing support for Seventh Fleet ships of the line.

Mail, replacement parts, movies, bottled gases, drums of lubricants and Fleet freight, as well as 7.8 million gallons of black oil, aviation gas and JP-5 jet fuel make up the cargo of *Ponchatoula* when she leaves port. Little or nothing remains when she pulls back in.

Clockwise from top left: (1) Deckmen scramble to take up slack in a hose control line as *Ponchatoula* rolls with a big wave. (2) Heavy seas crash over bow of destroyer during refueling operations off coast of Vietnam. (3) Crewmembers of the Fleet oiler man one of the ship's six twin-mount 3-inch guns during general quarters. (4) *Ponchatoula* transfers remaining fuel to *Chemung* (AO 30) prior to returning to port. (5) *uss Providence* (CLG 6) begins her approach to port side for underway replenishment. (6) Hose handling detail aboard a destroyer attaches fuel hose coupling to their ship's receiver tank.

—Tim Leigh, JO3, USN.



Midshipmen At-Sea Training

In the coming summer months, certain Navy ships will be welcoming aboard groups of midshipmen from the Naval Academy and NROTC colleges throughout the country for special at-sea indoctrination. The training calls for coordination by both the trainees and the ships' crews. For the benefit of those individuals who will be involved in the indoctrination, here's an actual sample of one training program. It took place aboard the carrier USS Essex (CVS 9).

This nine-week on-the-sea course served to give the USNA and NROTC midshipmen intensive indoctrination in the major departments aboard ship: Operations, Weapons and Engineering; in addition, the NROTC midshipmen supply options were enrolled in the Supply Department.

For the midshipmen, all in their final year of college, the training provided a brief, but comprehensive, understanding of the duties, responsibilities, and social commitments of a junior officer in the U. S. Navy.

Shortly after they put to sea, the midshipmen were assigned to the various departments. A schedule was established so that each midshipman was rotated twice after the initial assignment, thus affording him approximately three weeks of orientation in each department. The Supply option students were permanently assigned to the Supply Department for the duration of the training period.

The first day in each department was spent attending lectures and tours designed to give the midshipmen a capsule understanding of the over-all functioning of the depart-

ment. The next step involved assigning each individual midshipman to a division within the assigned department. Here he assumed the function of a junior division officer and learned the administrative side of the Navy by assisting the division officer in keeping the division running smoothly in performing its particular function.

In addition to this, each midshipman was assigned to the watch bill of his department, and stood the same watches as did the officers.

In Operations, the midshipman stood his watches in CIC, the Combat Information Center. Here he was taught to operate the radarscopes and scan both the surface of the sea and the air in search of unidentified contacts. The midshipman was also given an opportunity to talk over the CIC net, receiving and relaying messages to and from other ships in the Task Group. Several midshipmen tried their hands at keeping the status board up to date. This provided many an amusing moment as it involves writing backwards on a clear plastic screen so that the watch officer can read the correct information from his position on the other side.

While in the Weapons Department, the midshipmen stood their watches on the bridge. One of the favorite aspects of bridge watches for the midshipman was serving as conning officer, concerned with such matters as which course to steer, what speed to make and how many engine revolutions to order. In effect, the midshipman assumed control of the movements of the ship.

Also, while on the bridge, the midshipman assisted in determining

the distance, bearings, and expected movements of all surface vessels in the vicinity, as well as those of the other ships in the Task Group. Several of the midshipmen took the helm, and actually steered the ship through reference to the orders of the conning officer, and his gyro compass. Needless to say, smoother turns and straighter courses have been experienced by the ship's company than those steered by the novice midshipmen helmsmen.

During his stay in the Engineering Department, the midshipman stood his watches in Main Control, located in the after engine room. From this vantage point, the Engineering Watch Officer has the big picture of what is happening in all of the ship's propulsion spaces. The midshipman assisted the watch officer by answering the phone and the various intercoms, taking the hourly status reports, making out the watch log, keeping the status log up to date, and occasionally making visual inspections of the various spaces to ascertain their status at the moment.

Being aboard a carrier gave each man the opportunity to get into the wild blue yonder. The flights took place off the coast of Portugal. On the day chosen, the midshipmen were awakened at 0430, and stumbled sleepily up to the wardroom for an early breakfast. Fortified by a meal of ham and eggs, they reported to their assigned ready rooms and checked out the bright orange Navy flight suits, hard hats, Mae West inflatable life jackets, and 38-caliber pistols.

The midshipmen then sat in on the briefing with the crews, awaiting the moment when the command,



"Pilots, man your planes," would echo from the intercom. Finally, the word came, and the midshipmen joined the crews for the run down the flight deck to the assigned S2E fixed-wing *Trackers* and SH3-A *Sea King* helicopters.

Each midshipman made two flights, one in the S2E, and one in the helo. The "*Tracker*" flight was highlighted by the "cat shot" which felt like a jet-propelled slingshot flinging the aircraft out into the void beyond the bow. The arrested landing proved a bit exciting, if not hair-raising. The carrier appeared as a tiny dot on the surface during the early approach, but loomed larger and larger as the pilot got in the groove, and attained the proper speed and attitude which would enable him to hit the flight deck smoothly and snag the arresting cable.

At the moment of impact, everyone was strapped in to prevent hurtling forward as the arresting cable slowed the aircraft from 90 knots to 0 knots in a distance of 70 feet.

The helo flight gave the sensation of being strapped to a vibrating machine, but the midshipmen soon became oblivious to the noise and shaking as the pilot took them down, almost on top of the deep-blue water, and then, in an instant, soared up into the soft, feathery clouds dotting the sky.

Greatly impressed and worn out by their indoctrination, the midshipmen concluded their day with a very early "Taps."

A sailor's life is not all work, as the midshipmen were to discover when they reached the first liberty port, Bergen, Norway. Bergen, however, was only a preview of things to come as they visited Rotterdam, Holland; Hamburg, Germany; Portsmouth, England; and Naples, Italy. Tours were the order of the day as most of the midshipmen and the crew took full advantage of reasonable prices, and ample liberty to enjoy their time away from the ship.

From Naples, the midshipmen flew back to the United States. The indoctrination they received will stay with them, and stand them in good stead, helping to prepare them for the day when they receive their commissions and, as new ensigns, assume their place as active duty officers in the U. S. Navy.



ON THE LINE—SAR, Oceana's copter hoists crewman in rescue practice.

S&R Men Must Learn to Splash Before They Dash

"You Splash—We Dash."

So reads the sign at the Search and Rescue shack at NAS Oceana, Virginia Beach, Va. Before they become qualified to dash, however, SAR crewmen do a bit of splashing themselves.

The training curriculum lasts from 12 to 18 months. Elementary and advanced first aid, senior life-saving and survival swimming are the first items on the schedule.

Then come visits by the crewmen-candidates to squadrons for familiarization with all types of Navy aircraft. They learn emergency entrance procedures, methods for releasing trapped pilots and crewmembers and the proper way to handle flight-related equipment—a pilot's pressure suit, for example.

When crewmen have had suffi-

cient training in rescue-related work, they begin to apply what they have learned.

Strapped in a harness which looks like a slightly inflated inner-tube, crewmen find out what it's like to travel up and down by hoist power—first over land, and then in the water.

Then comes training in manipulating an immobile victim in the water into the harness and up aboard the hovering helicopter. Hoisting victims in the Stokes litter is also practiced.

Finally, there is a 100-question open book examination, followed by a 75-question closed book exam.

At present SAR Oceana has 13 aircrewmembers, nine of whom have completed the training syllabus and four who are still on the way.

—Fred Thomas, SN, USN.

BACK ON LAND—Surfer is unloaded by Oceana SAR after he was blown five miles out to sea. *Rt:* Team member gets practice with rescue sling.



THE BULLETIN BOARD

Report from Roosevelt Roads, Crossroads of the Caribbean

THE U. S. Naval Station, Roosevelt Roads, Puerto Rico, is one of the major weapons training facilities in the Atlantic Fleet. Located here is the Headquarters of Commander, Atlantic Fleet Weapons Range/Commander Fleet Air, Caribbean. In addition to the Naval Station, Fleet Composite Squadron Eight and the Atlantic Fleet Range Facilities Command provide support in carrying out the primary mission of Fleet weapons systems training. Patrol Squadron 18 is located there also; and Weather Reconnaissance Squadron Four, the "Hurricane Hunters," maintains a detachment at the Naval Station from June through November.

San Juan, P. R. (pop. 450,000), is located about 35 miles northwest of Roosevelt Roads. There are several small communities located nearby.

This 8000-acre naval station dates back to 1919, when it was first considered as a possible site for a naval facility. Taken into consideration were the area's excellent harbor facilities, feasibility of locating an airfield, and positions for key defense command posts in the rolling hills which surround the station.

In the early 1940s a program of massive proportions, transforming the station from a hilly marshland to a booming wartime base, commenced. A drydock constructed during that period facilitated the repairing of battle-damaged ships. Today, more than 20 years later, it is still capable of handling any ship in the Navy.

For several years Roosevelt Roads has provided support for various special and joint exercises that are held annually in Caribbean waters. Operation Springboard, held every year during the winter months, is the largest of these exercises, bringing a majority of the Atlantic Fleet and many foreign navies to the area.

Known as the "Crossroads of the Caribbean," Puerto Rico is the gateway by air and sea to the islands and South America. It provides an

introduction to the Caribbean of palm trees, blue water, old forts and modern resort hotels.

Only 100 miles long and 35 miles wide, Puerto Rico is 1600 miles southeast of New York and 1000 miles east of Miami. Its 360 miles of coastline have many palm-fringed beaches.

It has a population of more than two and one-half millions. Both English and Spanish are spoken. The unit of currency is the U. S. dollar.

Housing—Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this, or by the time you receive your orders to Puerto Rico. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Military personnel with dependents, pay grade E-4 (with four years' service) and higher are eligible for station housing. Although there are almost 800 housing units at Roosevelt Roads (166 officer and 620 enlisted), there is a shortage of quarters, resulting in a long waiting list.

When occupying housing, the basic allowance for quarters is forfeited. Most of the housing is Capehart individual houses (two-, three- and four-bedroom units), some of

the finest of Navy housing.

Since all quarters are adequately furnished, shipment of household goods is limited to 2000 net pounds, or 25 per cent of the maximum weight allowance authorized. No warehouse storage is available for personal household goods.

All quarters are ample, comfortable, and completely furnished except for linens, cooking and eating utensils, washing machine and clothes dryer. Refrigerators and electric stoves are provided. Electrical current is standard 60-cycle, 110- to 220-volt, which will accommodate any U. S.-made appliance.

Kits consisting of dishes, linens, cooking utensils, and other necessary items may be rented on a temporary basis from the Recreation Division for a small charge. Washers, television sets, baby cribs, ironing boards and other household items are available for rent from the Navy Exchange for a nominal charge.

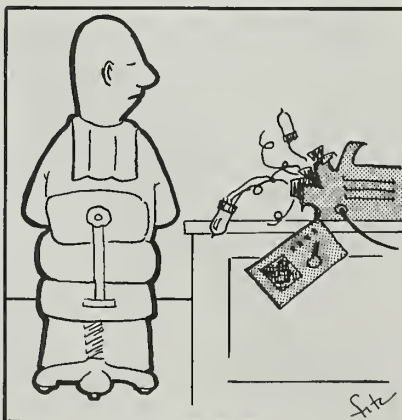
Entry Approval—Entry approval for dependents is necessary. Your present command should request entry approval from the Commanding Officer, U. S. Naval Station, Roosevelt Roads, P. R. If entry is approved, the approval will also indicate whether immediate housing assignment will be available. If immediate housing assignment is not promised, you can expect a waiting period.

In this case, it is advised that your dependents remain in CONUS until either on-station housing is available or adequate private housing off station has been found.

Schools—The station's schools are an integral part of the Antilles Consolidated School System which operates under the Department of Health, Education and Welfare. Each school has a principal and an excellent staff of teachers. Class sizes are normally smaller than those in the States.

The style of clothing worn by schoolchildren compares with that of the States, with lightweight wash-

Joseph P. Fitzgerald, RM1, USN



"Did you call, Sir?"

ables prevailing the year round, in keeping with the warm climate.

School facilities are all located (or being located) in the Capehart housing area. A new high school was recently constructed, and an additional elementary school is under construction. Grades taught are kindergarten through grade 12. Hot lunches are available in the school cafeteria.

Schools are well equipped and include air-conditioning and modern equipment. The high school is fully accredited by the North Central Association, and the educational level is comparable to that of such areas as Washington, D. C. A parochial school is available in Fajardo at a reasonable fee.

Parents who have children requiring special training or handling should be aware that the school does not have this capability and, in most instances, such schooling is either not available on the island, is inaccessible, or prohibitive from the standpoint of cost.

The University of Florida offers extension courses on station, and selected USAFI courses are televised over the local Armed Forces television station.

Medical and Dental Facilities—A well staffed and equipped 34-bed station hospital provides services for both military personnel and dependents. Services include pediatrics, obstetrics, and gynecology. The dependent clinic operates by appointment except for emergencies. There are several immunization inoculations which are required for entering the Caribbean area, so make sure that your inoculation record is current. A new 120-bed hospital is scheduled to be built in the future.

The Dental Department is located next to the hospital. Sick call is held for active duty personnel in the early morning, Monday through Friday, and for dependents in the early afternoon, Tuesdays and Thursdays. Active duty personnel are given all types of treatment except orthodontics, while dependents receive all treatment except for limited prosthetics and orthodontics.

If you have need for extensive dental work, you should make every effort to have it completed before leaving the States, as dental capacity is limited. Orthodontic treatment is

available through civilian dentists at your own expense.

Commissary—The commissary is fully air-conditioned with modern display cases and normal self-service. It offers an adequate stock of all necessary foodstuffs, but has slightly less than a CONUS commissary. Inventory is not as large, and problems in shipping sometimes force an adjustment in shopping and eating habits.

Fresh milk is available at the commissary or through house delivery. A convenience-type small packaged food store is located in the Capehart housing area.

Navy Exchange—The Navy Exchange offers a wide variety of merchandise at reasonable prices.

Selections and savings of particular note will be found in phonograph records, souvenirs, mahogany, cameras, jewelry, watches and clothing. Any item costing less than \$1000 can be specially ordered through the Exchange.

Adjacent to the main retail store is the annex, which features major appliances, sporting goods, pet supplies and a well-stocked toy department.

Service Station and Garage—Gasoline prices are reasonable and the service station building facilitates the sale of case beverages and auto accessories. The Exchange garage is equipped to handle the vast majority of auto maintenance and repair jobs.

Other standard Navy Exchange

NOW HERE'S THIS

Snow Makes A Fine Landing Pad

The nine men who trekked across the South Polar Plateau during the Antarctic summer recently ended will tell you their junket had little in common with summer trips elsewhere. To begin with, there were no corner gas stations or handy grocery stores. Actually, the traverse party scarcely missed these conveniences—the Navy was on hand to take care of the problem.

The party wended their way across the ice in three sna-cats to investigate geophysical, glaciological, geomagnetic and meteorological phenomena.

They received food, fuel and scientific equipment through the efforts of Air Development Squadron Six (VX 6), whose crews employed a medium-level drop technique, never before used in Antarctica, to supply the party.

To make their approach VX 6 pilots slowed their C-130 Hercules aircraft to 120 knots and

dropped their cargo pallets 500 to 1000 feet above the surface of the polar plateau.

The pallets, which slid from the rear of the aircraft, were attached to parachutes which stabilized the cargo's fall and landed the supplies right side up.

The impact of the fall was absorbed by the ice and snow of the polar plateau. Most of the cargo sank from two to three feet into the white stuff, thereby keeping damage to a remarkably low 10 per cent. The rest of the cargo, except for a few items which couldn't be found, was recovered and used.

The supplies themselves were a monument to the Navy logistics support provided by Operation Deep Freeze. They had traveled 11,000 miles from the United States before being flown to the traverse party in a series of four 3000-mile flights over the 13,000-foot-high polar plateau.

Most of the cargo flown across the ice consisted of arctic diesel oil for the tractors—45,144 pounds of it in 114 drums. Other cargo included gasoline, white gas, food supplies and scientific instruments totaling 8000 pounds.

This past summer marked the third trip by the traverse party. And it will be the last. An airborne sensing program now makes it possible to measure the icecap's thickness and to determine subsurface geophysical features from an aircraft flying overhead. Laborious treks will no longer be necessary for this type of study.

Next summer will see the sno-cats of the traverse party replaced by a C-121 Constellation, marking one more step in the evolution of Antarctic exploration.

—Craig R. Duncan, JO2, USN.



services are provided.

Recreation—There are several excellent beaches on the station, with individually designated beaches for officers, chiefs, other enlisted men and a joint usage family beach. Waters in the area are ideal for snorkeling and scuba diving. There are four pools on station: one each in the officers' and enlisted Capehart areas, and two in the Ofstie area. A marina, located near the Fleet piers, provides complete services for privately owned boats of military people.

Red snapper, barracuda and grouper are perhaps the most plentiful fish in the immediate area.

A riding stable, located near Bundy gate, has an inner corral for 150 horses, tack room, riding corral, rest rooms, and an attendant on daily duty. Although Special Services does rent horses, most are privately owned.

A new nine-hole golf course has recently been completed and a golf clubhouse and driving range are nearing completion. Two bowling alleys are located in different parts of the station.

The Special Services hobby shop includes facilities for ceramics, wood-working, and auto repair. Baseball, softball, tennis, football, basketball and a movie theater provide other recreation.

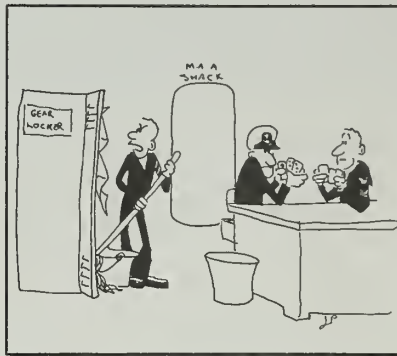
The Armed Forces television, Channel 8, provides the latest state-side programs although all are taped. There is no direct pickup from the States. The station newspaper, *Mira Que Pasa*, is distributed free of charge.

Thirty-Day Leave Granted For Vietnam Extension

A detailed guide to the special leave program for Navymen who extend their tours in Vietnam has been issued in the form of BuPers Inst. 1050.9A. Here are the highlights:

- As authorized by Congress, you may receive a special 30-day leave, plus round-trip transportation at government expense, to and from a leave point you select when you voluntarily extend your tour in a hostile fire area for six months or more. At present, as specified by the Department of Defense, the Vietnam hostile fire zone is the only area in which

J. H. Paoli, IC1, USN



"Say, those remind me of the pictures you confiscated from me!"

the special 30-day leave authorization applies.

- You must be permanently stationed in Vietnam for 12 consecutive months. (Includes service on board ships toured for 12 months and physically stationed in Vietnam and its contiguous waters, even though the home port is outside Vietnam.)

- After serving in Vietnam for six months, you may agree in writing to serve an additional six months, exclusive of special leave and travel time. The extension becomes effective at the end of your regular 12-month tour.

- If you do not have sufficient obligated service to complete a Vietnam tour extension, you must reenlist or agree to extend your enlistment. You must have at least eight months of obligated service to allow for the six-month extension, plus the special leave and travel time.

- Your request for tour extension and special leave is submitted to the Bureau of Naval Personnel (Pers-B1211 for officers; Pers-B211RVN for enlisted), following the format prescribed in BuPers Inst. 1050.9A.

- If BuPers approves your request, you may be granted the special leave, plus transportation, to virtually any single place you choose. (You must, of course, rule out leave in overseas areas restricted to military travelers.)

- You must take the special leave in one increment some time during the period 90 days before to 30 days after your normal Vietnam tour completion date. In those instances where operational requirements preclude taking the special leave within the 120-day period mentioned, special leave may commence up to 60

days following the member's normal tour completion date.

- The leave and travel time amount to time off not charged to your leave account.

It is noted that a request for extension of your Vietnam service will not be approved if you're serving there on a temporary basis, when there is no reasonable assurance that a tour extension would actually be served in Vietnam, or if a previous extension by you had been canceled.

Administrative and other details of the special leave program are contained in BuPers Inst. 1050.9A.

Better Ways to Do More Is Goal Sought In Navy's Cost Reduction Program

Two Navy enlisted men star in an OSD film featuring the Cost Reduction Program and the ways in which individual ideas are contributing to increased efficiency and economy in the defense effort.

In the film, Engineman 2nd Class Tommy R. Berry demonstrates how he and Engineman 2nd Class Ernest Johnson combined their talents to reduce the cost of repair and maintenance of range boat motors.

At the Naval Weapons Laboratory, Dahlgren, Va., boats patrol the firing range area to keep pleasure craft from entering the area during firing tests. It is frequently necessary to speed into the area to warn craft. If the patrol boat motors happened to be cold, acceleration could crack the motor block or damage the motors through excessive wear.

To prevent such damage, Berry and Johnson equipped their patrol boat with an electric water heater which kept the motors warm and ready for instant and heavy work. It is estimated that use of the heater will save the Navy \$15,000 a year. In addition to the benefits derived by the Navy, Berry and Johnson shared a cash award for their suggestion.

The film also shows examples of cost reduction ideas originating in the other military departments and the Defense Supply Agency. The film, *So What's New—In Ideas?* (Navy No. MD 10625), may be obtained from Training Aids Sections at Naval District Headquarters.

What is The Cost Reduction Program? Established in 1961, the

program is a DOD-wide effort to increase the efficiency of Defense management without loss of military capability. It emphasizes the need for stretching the tax dollar and serves as a means for measuring and reporting the extent to which efficiency and economies have been achieved.

The program encourages all military and civilian members of the Defense team to find better and more economical ways for conducting operations and to report the results of their improvement efforts.

To assist in the search for improvements, the program provides a number of areas in which efficiency and economy should be sought. Savings goals are indicated for each of these areas and progress is measured against goals. The fiscal year 1968 over-all program goal for the Department of the Navy is \$318 million.

All improvement programs, plans, and techniques have input into the Cost Reduction Program to form a composite picture of the efficiency of Defense management as related to in-house operations and the work done by private contractors for the Defense effort.

The dollar savings reported through the program are audit validated to ensure their acceptance.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Violent Ones (C): Drama; Fernando Lamas, Aldo Ray.

Brightly of the Grand Canyon (C): Animal Adventure; Joseph Cotton, Dick Foran.

Fathom (WS) (C): Melodrama; Tony Franciosa, Raquel Welch.

Way Way Out (WS) (C): Comedy; Jerry Lewis, Connie Stevens.

The Money Jungle (C): Drama; John Ericson, Lola Albright.

Fitzwilly (WS) (C): Comedy; Dick Van Dyke, Barbara Felton.

Clambake (WS) (C): Musical Comedy; Elvis Presley, Shelley Fabares.

Kill a Dragon (C): Melodrama; Jack Palance, Fernando Lamas.

Waterhole No. 3 (WS) (C): Comedy; James Coburn, Carroll O'Connor.

It! (C): Mystery Drama; Roddy McDowall, Jill Haworth.

The Big Mouth (C): Comedy; Jerry Lewis, Harold J. Stone.

The Upper Hand (WS) (C): Melodrama; Jean Gabin, George Raft.

Rough Night in Jericho (WS)

WAY BACK WHEN

Mars— Flying Boat

Between 1946 and 1956 Mars Flying Boats became well known to thousands of trans-Pacific Navy travelers and to the cargo handlers who loaded the big craft with countless tons of Navy material.

Indeed, the Mars was the biggest operational flying boat the world had ever known. Time, however, inevitably made the big ships obsolete and they were grounded at Alameda Naval Air Station to await destruction, but fate intervened.

In Canada's province of British Columbia, fires roared through the dry summer forests, destroying lumber that could easily be put to better uses.

Industrialists, seeing their valuable trees reduced to smoking skeletons, looked for a solution which would be more reliable than occasional rains and investigated water bombing.

This technique was not new, but it had previously been limited because the planes available carried only small amounts of water and were helpless against the large fires which were the order of the day.

The coastal area of British Columbia is rugged country where landing strips are scarce. The consideration of water bombing clearly called for a plane capable of carrying large amounts of water and taking advantage of sheltered inlets and large lakes for landing and taking off.

Happily for the Canadian forest industry, the Navy offered its four Mars aircraft for sale in 1959 as surplus. They were purchased and eventually converted to tankers.

By 1960, the first of the converted tankers

took to the air for a series of shakedown tests. By summer, the plane was ready for business and its first fire call came on the Fourth of July.

Unfortunately, that mission was a flop. Engine failure forced the Mars to return to her base. Four days later, however, she made four drops on another fire, but again returned to base because of excessive propeller vibration.

The mechanical trouble was ironed out and the Mars made 26 drops on six fires during the remainder of the summer. Although 127,000 gallons of water rained down from Mars upon flaming Canadian forests that season, the flying boats' performance was really inconclusive. Nevertheless, lumbermen agreed that the year's results warranted keeping the aircraft operational for another year.

When the 1961 fire season began, the tanker performed well but not brilliantly in putting out two fires. On her third fire that season, the Mars crashed close to the target and everyone on board perished.

Despite the disaster, the Canadian lumbermen decided to have the second tanker overhauled and ready for the fireline in 1962.

The new tanker was accompanied into action by a small float plane which identified fireline targets and led the Mars in on the best drop path.

Fortunately for everyone, 1962 was a relatively safe year in the forests but even so, 118,000 gallons of water were dropped on five fires.

The feasibility of the flying boats was still under consideration at the end of that year's fire season. The plane had done a creditable job in extinguishing a few fires, but the debit side of experience showed the tanker was vulnerable to breakdowns.

Rather than forgetting the entire idea, however, the third tanker was pressed into service as a reserve.

Happily, there were no serious fires that year.

During 1963, for the first time the Mars extinguished a fire without help from a ground crew. In September, she extinguished a monstrous fire by dumping 177,000 gallons of water over a wide front in 32 runs.

By the end of the year, 495,000 gallons of water had been dropped on nine fires, thereby ending any doubt concerning the value of the old Navy Mars flying boats to the Canadian lumber industry.



(C): Western; Dean Martin, George Peppard.

The Cobra (WS) (C): Melo-drama; Anita Ekberg.

The Last Safari (C): Drama; Kaz Garas, Stewart Granger.

Frankenstein Created Woman (C): Drama; Peter Cushing, Susan Denberg.

HOW DID IT START

When the U. S. Naval Training Device Center began its move from Port Washington, N. Y., to Orlando, Fla., in 1966, the end of a chapter was written in the story of an imposing castle-like complex which had served as the center's headquarters.

The largest of the buildings overlooking Long Island Sound was erected in the early years of the century by a descendant of railroad magnate Jay Gould. Several hundred yards to the rear of Castle Gould, as it was then known, the imposing (not to say magnificent) Gould Stables were located. Elsewhere on the 162-acre estate were the kennels, a greenhouse, gatehouses and a building called the Casino.

The Casino was once a glorified bathhouse which contained, among other amenities, a marble-lined swimming pool, dressing rooms for guests, a bowling alley, and indoor tennis courts.

After vicissitudes which saw the property used as an aeronautical institute and a refuge for British children during World War II, the Navy paid \$332,000 in 1951 for the property which had cost Mr. Gould about 10 million dollars at the turn of the century.

The Center, which took over the property, found little use for the castle's palm court, gilded wrought-iron railings, mosaic fountain, alabaster dome or the leather-walled billiard room which were built into the mansion. Nor did it find much use for the indoor exercise track and the 80 horse stalls.

The castle was converted into an administration building for the offices of the commanding officer and the director and the administrative departments.

The former stables were transformed to an engineering building with shops, laboratories and offices for the technical departments.

The one-time kennels proved to be adequate for the Public Works Department office and the gatehouses were converted to public quarters for the commanding officer and the Public Works officer.

The casino and the greenhouse became a 10-room BOQ and a cafeteria building.

During its tenure as the home of the Naval Training Device Center, the old castle saw the development of synthetic training devices, and also became linked with the name of the late Rear Admiral Luis de Florez, USNR, (then a

No Matter Where or Who You Are, Your Wife Is A Member of Wifeline

Every sailor knows the purpose of a lifeline but many Navy wives may not know there's a Wifeline which is also a kind of lifesaver.

The Wifeline is sponsored by the

commander) when he came to the center.

De Florez employed his inventive genius and dynamic personality to Navy advantage as early as World War I when, as Inspector, Naval Construction, in charge of research, design and production of aviation instruments and accessories, he developed 39 devices for Navy planes, many of which are still in use.

During World War II, de Florez served as a captain, USNR, and Assistant Chief of the Office of Research and Inventians. The war ended soon after the creation of ORI. Nevertheless, the office processed well over 1000 separate training projects and perfected more than 700 different training aids and devices from which every man in the Navy received some benefit at one time or another.

De Florez and his genius made Castle Gould's existence as a Navy installation as remarkable as were its earlier residential days. But both those chapters in the castle's history are ended and a new chapter will begin.

Whatever lies in store for the castle, its early years probably will still manifest themselves. Even after years as the home of invention and development, the relic of a bygone era still retains an air of magnificence.

One has only to look beneath the veneer of mid-20th century practicality to uncover the image of gracious living which characterized life in the castle when the century was still young.

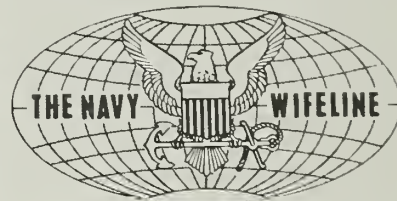


Navy Wifeline Association which has its headquarters in Washington, D. C., and every Navy wife—no matter where she is located—is an automatic member.

The association isn't a social club nor is it in business for profit—indeed, there aren't even dues. It operates on volunteer labor. It serves as an informational communications center on all matters pertinent to Navy life—in effect, a "wife line." One of its main purposes is to help Navy wives cope with family crises.

Any Navy wife who has seen her husband's ship put to sea knows the anxiety of struggling singlehanded with household and family problems. Many Navy mates have turned to the Wifeline for help, and the wives of Navy enlisted men and officers who work at headquarters do their best to help.

Although Wifeline has been in



operation for a comparatively short time, its field is already enlarging. It now receives queries and comments not only from Navy wives but also from sailors (seamen to commanding officers and their execs) and occasionally from other military services.

The questions cover subjects such as financial and legal advice, complicated moves of household goods, survivor benefits, naval social customs, medicare benefits, advice on following a husband's ship from one Mediterranean port to another, information on permanent duty stations, points of interest in various cities and many other subjects designed to transform a logistics problem into an adventure.

The publications distributed by the Wifeline volunteers are helpful in this respect. Most wives of both active duty and retired Navymen find them as helpful as a basic cookbook to a bride.

One of the Wifeline publications is called *Sea Legs*, which contains information on such subjects as available medical benefits, housing and family assistance as well as the

history and structure of the Navy.

Blue Jacket's Mate (which costs 15 cents) describes the customs and protocol of which every enlisted Navyman's wife should be aware and *Naval Social Customs* (also 15 cents) provides similar information for officers' wives.

A quarterly newsletter called *Navy Wifeline* is distributed free to groups and individuals through Navy exchanges and hospitals.

Other publications include: *The Navy in Washington, D. C.* (a guidebook to military installations in the national capital area); *It's Your Move!* (on PCS moving problems); *Operation Hi-Line* (for retired Navy families); and *Annual Legal Check-Up* (self-explanatory). It also provides reports on living conditions at various Navy duty stations.

Plans for future publications include a booklet on *Launching an Enlisted Wives Club* and *Guidelines for the Wives of Commanding Officers and Executive Officers*. A book on *Overseasman'ship* is also contemplated.

The Navy Wifeline Association, whose address is Building 40, Washington Navy Yard, Washington, D. C. 20390, welcomes suggestions from Navy wives—and Navy men, too. It will also, of course, strive to fulfill its *raison d'être* by answering questions—either directly or by putting their correspondents in touch with an authority on the subject.

• **STRIKE FLIGHTS SHOWN**—The Air Medal now shows Strike/Flight awards a Navyman has received as well as how many times he has received the Air Medal.

Strike/Flight awards are now indicated by a bronze Arabic numeral on both the suspension ribbon and the ribbon bar of the Air Medal. The numeral indicates the total number of such awards received after 9 Apr 1962.

This regulation, which was announced in BuPers Notice 1020 of 15 Feb 1968, also prescribes the wearing of a gold (or bronze) star and silver star. Either or both stars are worn on the suspension ribbon of the miniature and large Air Medal and the medal's ribbon bar—with or without the Strike/Flight numeral.

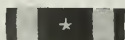
The following provisions apply to



placement of the numeral and stars either alone or together on the suspension ribbon of the Air Medal:

• The Strike/Flight numeral is placed immediately below the center of the suspension ribbon.

Distinguishing Devices for the Air Medal Award



3/16" Bronze Star for first special individual award.

Meritorious/Heroic Air Medal



Numerals for fifth Strike/Flight Air Medal award



3/16" Bronze Star plus numeral 7 for one single mission and 7 Strike/Flight Air Medal awards



5/16" Gold Star for second through fifth single mission Air Medal awards combined with numerals for Strike/Flight Air Medal awards

• Stars worn with a Strike/Flight numeral are centered immediately above the numeral.

• A single star worn alone is placed in the center of the suspension ribbon.

• When two or more stars are worn without the Strike/Flight numeral, they are placed on a horizontal line at the center of the ribbon.

Here are the rules which apply to placement of numerals and stars, either alone or together, on the Air Medal ribbon bar.

• Strike/Flight numeral is positioned at the end of the ribbon bar on the wearer's left. The numeral should not overlap the end of the ribbon.

• When a star is worn with a Strike/Flight numeral, it should be centered on the ribbon bar.

• When two or more stars are worn with a Strike/Flight numeral, the numeral is positioned at the end of the ribbon on the wearer's left and the stars are arranged in a horizontal line halfway between the numeral and the right end of the ribbon bar.

Uniform regulations concerning bronze, gold and silver stars still apply: A bronze star is worn to indicate an individual award while a gold star indicates a second or subsequent award and a silver star is awarded in lieu of five gold stars.

The silver star is placed on the wearer's right and the gold star (or stars) is placed to the wearer's left. This applies to both suspension ribbons and medal ribbon bars.

Correspondence Courses

Several enlisted correspondence courses have been revised and are available to the Fleet. A new course, *Naval Reserve Chaplain* (NavPers 10517) is now available for officers.

The revised enlisted courses (note that two of them are classified) are:

• *Gunner's Mate T 3 & 2* (NavPers 91377-B); Confidential/Restricted Data.

• *Data Processing Technician* (NavPers 91275-A).

• *Radioman 1 & C* (NavPers 91405-3B).

• *Electronics Technician 1 & C* (NavPers 91376-D); Confidential.

• *Ship's Serviceman Laundry* (NavPers 91466-E).

Outdoors USA Is For You—Good Info, Good Reading

In recent years, camping on weekends and during leave periods has become increasingly popular among Navymen. Some use their own equipment, but most rely on their Special Services department to furnish what they need to set up camp.

For those who wish to learn more about the out-of-doors and what America has to offer its adventurous citizens, the Department of Agriculture has published a book entitled *Outdoors—USA*—price: \$2.75—available from the Superintendent of Documents, Washington, D. C. 20402.

The text is the department's 1967 yearbook, wrapping up several essays under the general categories: *The Big Woods, Water, and The Countryside*.

Among the list of enlightening articles is *Taking The Edge Off "Roughing It,"* which clearly emphasizes that whether a camp outing is to be simply a weekend venture or a month-long excursion, its success depends on good, basic planning.

Know ahead of time the layout of the land. Know where the prime campsites are located. Be familiar with hunting and fishing rules and regulations. All of this will help to make for a more pleasant arrival and also minimize confusion.

According to *Outdoors—USA*, one aim of the National Forest Service is to assist campers in planning trips to any of the 7000 camp and picnic grounds scattered throughout 186 million acres of national forest land coast to coast.

There are nine regional headquarters which provide detailed colored maps of specific national forests. These maps, showing lakes, trail areas, campgrounds, picknicking areas and points of interest, may be obtained by writing to any of the following regional headquarters:

Northern Region, U. S. Forest Service, Federal Bldg., Missoula, Mont. 59801.

Rocky Mountain Region, U. S. Forest Service, Federal Center, Bldg. 85, Denver, Colo. 80225.

Southwestern Region, U. S. Forest Service, New Federal Building, Albuquerque, N. Mex. 87101.

Intermountain Region, U. S. Forest Service, 324 25th St., Ogden, Utah 84401.

California Region, U. S. Forest Service, 630 Sansome St., San Francisco, Calif. 94111.

Pacific Northwest Region, U. S. Forest Service, PO Box 3623, Portland, Ore. 97208.

Southern Region, U. S. Forest Service, 50 Seventh St., NE, Atlanta, Ga. 30323.

Eastern Region, U. S. Forest Service, 633 West Wisconsin Ave., Milwaukee, Wis. 53203.

Alaska Region, U. S. Forest Service, PO Box 1628, Juneau, Alaska 99801.

Answers to specific questions about camping or other interests in America's national parks may be obtained by writing to the National Park Service, Office of Information, U. S. Department of the Interior, Washington, D. C. 20240.

Annual Legal Checkup Will Help Retain Fiscal Health

Navymen are periodically required to take stock of their physical well-being but few think of examining the orderliness of their legal affairs.

A legal checkup, it appears, is something everyone agrees should be

done but rarely does—perhaps because most have little idea concerning what constitutes good legal health.

To help you make an annual legal checkup, the Department of Defense has provided a form—Annual Legal Checkup (DD Form 1543 of 1 Sep 65)—on which you can list information which is invaluable in case of insurance claims, credit card loss and a score of other ways.

The form will also be helpful to your wife while you are away from home for long periods in line of duty and, of course, in the event of your death.

The form is divided into seven sections. The first provides space for recording personal data on yourself, your wife, children and other dependent family members.

Section Two covers your estate and probate matters with important information on your own and your wife's will and where they can be found.

Information on powers of attorney you have granted can be found in Section Three.

In Section Four, you can record

the taxes you have paid. Section Five is also concerned with money matters, providing space to record information on your real estate holdings, leases and the insurance covering your real estate holdings.

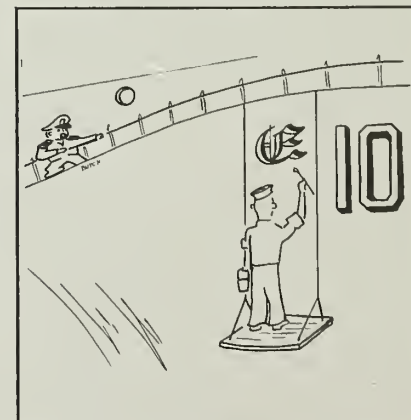
This section also includes data on chattels—your car and other movable property such as jewelry and household goods.

Charley Wise, HMCS, USN



"Yeh, I know Kelly has a harmonica and Johnson has a ukelele, however . . ."

Dennis R. Fullerton, SN, USN



"May I have a word with you, Rembrandt?"

Section Five provides space for you to inventory your credit cards and record outstanding balances. A credit card inventory is something everyone should have for, if your card falls into the wrong hands, it is equal to giving a blank check bearing your signature, at least until the card's loss can be reported to the issuing company.

The financial section of the legal checkup form also includes a history of securities you hold, bank accounts and savings deposits, plus miscellaneous assets such as notes, claims, trust funds and the like. There is also a place in this Department of Defense form to record your liabilities and a statement concerning your current financial condition.

Section Six of the legal inventory concerns family protection such as insurance, the family protection plan you have selected as well as military survivor's benefits and retirement benefits and a record of emergency data.

The Seventh and last section of the legal checkup form provides space to show where you have put your valuable documents and, in case you may have forgotten some important papers, provides a list of documents which almost every Navyman makes at one time or another during his career.

Nobody denies that an annual physical examination heightens your chances of remaining in good health. A legal checkup, in addition to being useful in case of your sudden demise or your absence from home in line of duty, is a good way of learning what needs to be done to place you in a state of good legal health.

Color Prints Available

Want to dress up your mess decks? Library? Offices?

The Chief of Naval Operations has announced that a series of 12 color prints, which depict some of the highlights of U. S. Naval history, are now available to the Fleet.

Each of the prints measures 16 x 20 inches and contains a descriptive caption and pertinent quotation.

If the series is for official use, it may be ordered free of charge from Naval Supply Depot, Philadelphia, Pa., on MILSTRIP format DD 1348 in accordance with Navy Stock List of Forms and Publications (NavSup 2002).

The 12 prints are available only as a set. The Navy cognizance "OI" stock number for this first series is 0584-900-0025.

Individuals may buy the series for \$2.50 from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

• **LEAVE ACCUMULATION** — The laws which state you may not carry more than 60 days of earned leave into any new fiscal year have been modified for those who serve in areas in which they are entitled to Hostile Fire Pay, such as Vietnam.

You may now carry up to 90 days on your leave record after serving for 120 consecutive days in the area designated for Hostile Fire Pay. Such service must have commenced after 1 Jan 1968.

Any excess over 60 days must be used by 30 June of the fiscal year following the year your hostile fire

zone duty ends. If the excess leave is not used within this time frame, it is lost.

The new law does not authorize payment for leave in excess of 60 days. This means that if you elect to cash in on your unused leave upon discharge, transfer to the Fleet Reserve or retirement, you may receive a settlement for as much as 60 days, but no more.

BuPers Notice 1050 (5 Mar 1968) contains a sample "90-day authorized" entry that should be made in your leave record after you have served in the hostile fire zone for 120 consecutive days after 1 Jan 1968.

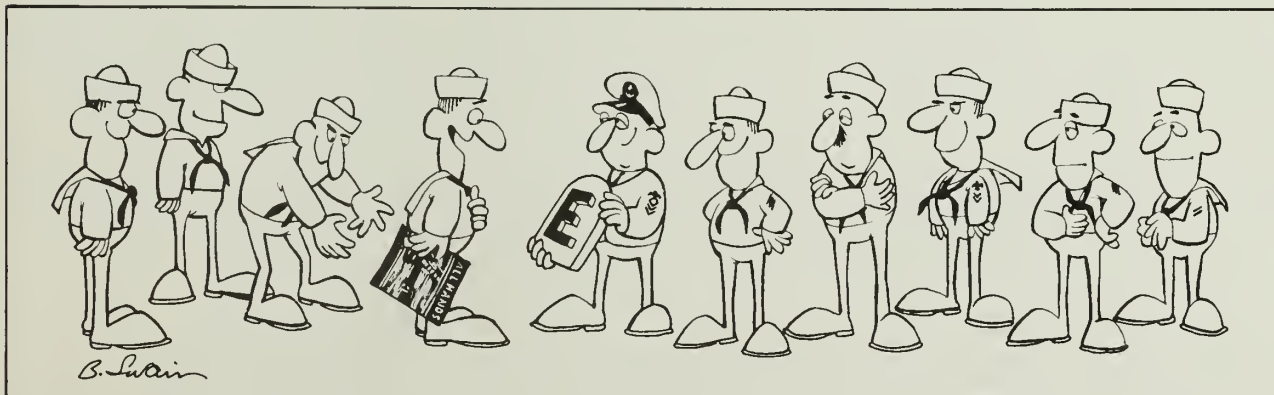
Additional instructions will modify appropriate sections of the *BuPers Manual*.

Motorbikes in Japan

If you have orders for Japan and plan to take a two-wheeled vehicle, you had better be sure that its engine displacement is less than 125 cubic centimeters. Navyman are not permitted to use the larger bikes in the COMNAVFORJAPAN area.

In the past, several bikes with large engines have been received by shipping activities in Japan. The consignee (that's you), however, finds that registration is prohibited by COMNAVFORJAPAN Inst 5800.9F, which deals with vehicle operation regulations for Navyman in Japan. If a vehicle isn't registered, you can't use it.

So, if you want to avoid unnecessary shipment costs and prevent considerable inconvenience to yourself, be sure the engine of your bike displaces less than 125 cubic centimeters before you ship it.



NO GUARANTEE you'll win an E award by passing ALL HANDS along but shipmates will say 'E's a jolly good fellow.

Information on Voting—in Primary and General Elections

NOW IS THE TIME to take some positive action if you are to vote this year in your state and national elections. For some, it may be too late to vote in the state primary elections. But for you, it may not be. However, time is of the essence.

To make it quicker and easier for you and other members of the armed forces to exercise your voting rights, the Federal Voting Assistance Act of 1955 recommended that state governments adopt simple and uniform absentee voting laws. It is now possible in all 50 states for you (and your dependents) to cast your vote by means of absentee ballots in both local and national elections.

In order to do so, however, certain eligibility requirements must be met. Here are a few:

You should obtain from your Voting Officer a special application form distributed by the U. S. Government for absentee voters. This is the Federal Post Card Application for Absentee Ballot (Standard Form 76, revised 1955), better known as the FPCA.

The FPCA may be used to apply for an absentee ballot and, in some states, may be used for absentee registration. All states accept the form under certain circumstances, but standards of acceptance and procedures vary from state to state. Therefore, it is important that you refer to the laws of your state before filling out your FPCA. If your state authorizes your wife to use an FPCA

she must, of course, be a qualified voter of the state. In addition, both of you must be citizens of the United States.

In general, qualifications cover citizenship, age, length of residence in the state and voting district, and registration. Briefly, they are:

Age—The minimum age to vote is 21 in all states except Alaska, Georgia, Hawaii and Kentucky. In Georgia and Kentucky, 18-year-olds may vote. Residents of Guam may also vote at age 18, but Guam does not participate in national elections. Alaska has set the minimum age for voting at 19; Hawaii, 20.

Residence—Every state requires a minimum period of residency before you can vote. These requirements vary from state to state. Most generally, the state, city or county (or township) in which you lived before entering military service is considered your legal residence for voting purposes, unless you have established a legal residence elsewhere or have been registered elsewhere.

If you want to establish a new voting residence, you must meet the state's legal requirements (see listing at end of article). The law usually holds that the voting residence of your wife is the same as yours.

Registration—Most states require a person to be registered before voting and most permit absentee registration. A few states require registration in person.

Where registration is required, many states permit it by absentee process or will consider an individual a qualified voter at the same time they accept a FPCA, or a voter absentee ballot. Procedures, again, vary from state to state. If you have a question which cannot be answered here, your Voting Officer will be able to tell you the specific rules which apply in your state.

Character—In addition to the qualifications concerning age, residence and registration, some states further require that you must be of good character, or must not have been convicted of a felony unless pardoned. This determination is made by the proper official of the state in which you will vote. It is not the responsibility of your Voting Officer or any other Navy official should the question arise.

Above all else, be sure to make all necessary applications as early as your state will permit. The time element is most important. Only six months remain until the general elections are held. The time available for casting your primary vote is even shorter—if you are a resident of some states, it may have passed.

Following is a state-by-state list of rules which apply to service personnel and in most cases their dependents, together with dates of primary elections within each state. General elections in all states, the District of Columbia, and territories will be held on 5 November.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
ALABAMA 7 May, Runoff: 4 Jun	One year in state, 6 months in county and 3 months in voting precinct.	Permanent, once you have registered. If not previously registered, register in person at the office of Board of Registrars in the county of residence on the 1st and 3rd Monday of each month.	Mail FPCA in time to reach County Registrar in Equity between 45 and 5 days before election.	Day of election is last day ballot will be accepted.
ALASKA 27 Aug	One year in state, 30 days in election district. Must be able to read or speak English.	Not required in advance. Is a part of the voting procedure.	Apply in person or by mail to District Magistrate or Deputy Magistrate, district of residence, or Secretary of State, Pouch AA Juneau. Application must be postmarked between 6 months and 4 days before election. Armed forces may use FPCA.	Must be postmarked no later than election day.

Dates of Primories	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
ARIZONA 10 Sep	One year in state, 30 days in county and precinct. Must be able to read U.S. Constitution in English and write name. Must be registered.	Permanent if you voted in last primary or general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Armed forces personnel mail FPCA to County Recorder within 30 days before Saturday preceding election.	Will be accepted up to 1800 an election day.
ARKANSAS 30 Jul, Runoff: 13 Aug	One year in state, 6 months in county, 30 days in voting precinct.	Not required.	Mail FPCA to county clerk within 60 days before election.	Will be accepted if it arrives before 1930 on election day.
CALIFORNIA 4 Jun	One year in state, 90 days in county, 54 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Apply by FPCA at any time to county clerk, county of residence.	Will be accepted if it arrives by 1700 on day before election.
COLORADO 10 Sep	One year in state, 90 days in county, 20 days in voting precinct. Must be registered.	Permanent if you voted in last general election. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to county clerk (Election Commission, Denver) between 90 days and close of business on Friday before general election.	Must arrive by 1700 on day of election.
CONNECTICUT none	Six months in town. Must be able to read Constitution or Connecticut statutes in English, take oath of admission as voter and be registered.	Permanent. If not registered, mail FPCA to town clerk at any time for Application for Absentee Admission as an elector.	Mail FPCA to clerk of municipality (town, city, or borough) within 90 days before election.	Must arrive before 1800 on the day before election.
DELAWARE 17 Aug	One year in state, 3 months in county, 30 days in election precinct. Must be able to read State Constitution in English and write name. Must be registered.	Permanent if you voted regularly and did not move or change your name. Armed forces personnel, mail FPCA when applying for absentee ballot; or write for Absentee Registration Affidavit to Department of Elections, county of residence, before 30 days preceding general election. Return in time to be received at least 10 days before election.	Mail FPCA to Department of Elections, county of residence, any time before general election.	Must arrive before 1200 on day before election.
DISTRICT OF COLUMBIA 7 May	One year in District of Columbia. May not claim another voting residence; if convicted of a felony, must have been pardoned; must be mentally competent; must be registered.	Must register every 4 years beginning Jan 1964. Armed forces personnel apply by FPCA for registration and ballots for general election, any time after 6 May. Return form in time to reach D.C. Board of Elections 45 days before election.	Apply by FPCA to D.C. Board of Elections, District Building, Washington, D.C. 20004.	Must arrive before 2000 on day of election.
FLORIDA 7 May, Runoff: 28 May	One year in state, six months in county. Must be registered.	Permanent in all counties if you voted once every two years and maintained residence in the county. Armed forces personnel may apply with FPCA when applying for absentee ballots up to 30 days before election. If registration has lapsed, armed forces personnel may re-register when applying for absentee ballot.	Mail FPCA to Supervisor of Registration, county of residence, between 45 days and 1700 the day before election.	Must arrive before 1700 on day before election.
GEORGIA 11 Sep	One year in state, 6 months in county. Must be of good character and a good citizen. Must be registered.	Permanent if you voted once or requested continuation of your registration in last 3 years.	Mail FPCA at any time to Board of Registrars, county of residence not more than 90 to 5 days before date of election.	Must arrive day before election.
HAWAII 5 Oct	One year in state, 3 months in representative district. Must be able to speak, read and write English or Hawaiian and be registered.	Permanent if you voted in last general election. Request affidavit an Application for Registration from County Clerk (City Clerk, Honolulu) at least 90 days before election. Return in time to reach clerk no later than 3rd Wednesday before general election.	Write for ballot or apply in person to County Clerk (City Clerk, Honolulu) between 60 and 10 days before election. Armed forces personnel may use FPCA.	Must arrive by day before primary election; no later than 1200 on 6th day following a general election.
IDAHO 6 Aug	Six months in state, 30 days in county. For county elections, 6 months in county, 90 days in precinct. Must be able to read and write, be registered.	Permanent if you voted in last general election and did not change residence to another precinct. Armed forces personnel, register when voting absentee ballot.	Mail FPCA to County Auditor at any time up to 5 days before general election.	Must arrive before polls close on election day.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
ILLINOIS 11 Jun	One year in state, 90 days in county, 30 days in election district. Must be registered.	Permanent if you voted once in last 4 years except in Cook County and certain municipalities where reregistration is required. Armed forces personnel need not register to vote except in municipalities where reregistration is required; may register or reregister by mail.	Mail FPCA in time to reach County Clerk, county of residence, as early as 60 days before general election.	Must arrive by election day.
INDIANA 7 May	Six months in state; 60 days in township; 30 days in ward or voting precinct. Must be registered.	Permanent if you voted in last general election and maintained residence in same precinct. Mail FPCA for registration and absentee ballot in time to arrive at least 29 days before election.	Mail FPCA in time to reach Clerk of Circuit Court, county of residence, as early as 30 days before general election.	Must arrive by 1800 on day before election.
IOWA 3 Sep	Six months in state, 60 days in county; for municipal and special elections, 10 days in precinct or ward. Registration is required in some places, but not in advance for absentee voting.	Execute affidavit on back of absentee ballot envelope.	Mail FPCA to County Auditor or City or Town Clerk during 90 days before election.	Must arrive day before election to count.
KANSAS 6 Aug	Six months in state; 30 days in voting ward or township. Registration required in some cases.	Permanent if you voted in last general election and did not move or change name. Not required of armed forces personnel and dependents.	Mail FPCA to Secretary of State, Topeka.	Before 1200 on Monday before election.
KENTUCKY 28 May	One year in state, 6 months in county, 60 days in precinct. Must be registered.	Permanent if you voted in a primary or general election in last 2 years. Apply no later than 20 days before election.	Mail FPCA postmarked no later than 20 days before election to County Clerk.	Must arrive before polls close on election day.
LOUISIANA 17 Aug, Runoff: 28 Sep	One year in state, 6 months in parish, 3 months in precinct (four for municipal elections). Must be registered.	Permanent in some parishes if you voted once in last two years and did not change voting address or change name. Required every four years elsewhere. Register in person any time except during 30 days before election.	Mail FPCA or other signed request to Clerk of District Court, parish of residence (Civil Sheriff, Orleans Parish) between 60 and 7 days before election.	Must reach issuing official in time for delivery to Commissioners of Elections on election day.
MAINE 17 Jun	Six months in state, 3 months in municipality. Must be able to read from State Constitution and write name in English; be registered.	Permanent unless you changed your name or place of residence. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Augusta, or to clerk of city or town of residence at any time.	Must arrive before 1500 on election day.
MARYLAND 10 Sep	One year in state, 6 months in county or city before date of general election. Must be registered.	Permanent if you voted in last 5 years. Armed forces personnel and recently discharged armed forces personnel may register when voting by absentee ballot.	Mail FPCA or other application in time to reach Secretary of State, Annapolis, and then be forwarded to local Board of Supervisors of Elections by no later than 10 days before election.	Must arrive before polls close on election day.
MASSACHUSETTS 17 Sep	One year in state, 6 months in city or town. Must be able to read State Constitution in English and write your name; be registered.	Permanent. Armed forces personnel registered when ballot application is accepted. Apply to City or Town Clerk before day preceding general election. Permanent registration must be made in person.	Mail FPCA to City or Town Clerk at any time. If you are not registered, apply in time to meet registration requirements.	Must arrive before polls close on election day.
MICHIGAN 6 Aug	Six months in state, on or before the fifth Friday preceding election in township. Must be registered.	Permanent unless you failed to vote regularly, did not apply for continuation of registration as required (every 2 years), moved from city or township, or failed to record change of address. Application for Continuation of Registration is sent with suspension notice and must be returned to City, Township or Village Clerk within 30 days or registration will be canceled. Armed forces personnel apply by FPCA for duplicate registration forms at any time or when applying for ballot. Completed registration forms and voted ballot must be returned in separate envelopes before polls close on election day.	Mail FPCA in time to reach City, Township or Village Clerk as early as 75 days before and no later than 1400 on Saturday preceding election.	Must arrive before polls close on election day.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
MINNESOTA 10 Sep	Six months in state, 30 days in precinct. Registration is required in some places.	Permanent if you voted once in last four years. Armed forces personnel apply by FPCA for permanent registration and absentee ballot.	Mail FPCA to County Auditor at any time.	Must arrive before polls close on election day.
MISSISSIPPI 4 Jun, Runoff: 25 Jun	Two years in state and one year in election district before date of general election. Must be registered.	Permanent unless reregistration is ordered by County Board of Supervisors. Armed forces personnel, apply by FPCA for registration application and ballot. Complete registration four months before general election.	Mail FPCA to City or County Registrar. Applications are accepted no earlier than 60 days before general election.	Must arrive no later than election day.
MISSOURI 4 Aug	One year in state, 60 days in county, city or town.	Permanent if you met voting requirements and did not change name or place of residence. Armed forces personnel are not required to register.	Mail FPCA at any time to Clerk of County Court or Board of Election Commissioners, place of residence, for absentee ballot.	Must arrive before 1800 on day after election day.
MONTANA 4 Jun	One year in state, 30 days in county or precinct. Must be registered.	Permanent if you voted in last biennial general election and did not move from voting precinct. Armed forces personnel, mail FPCA, signed under oath, in time to reach County Clerk no later than 40 days before election.	Mail FPCA in time to reach County, City or Town Clerk within 40 days before election.	Must arrive before polls close on election day.
NEBRASKA 14 May	Six months in state, 40 days in county, 10 days in precinct or ward.	Permanent. Armed forces personnel, apply by FPCA for registration and absentee ballot. Write in margin, "Please mail registration forms."	Mail FPCA to County Clerk (Election Commissioner in Douglas and Lancaster Counties) at least 90 days before election.	Must arrive no later than 1000 on Thursday after election day and be postmarked no later than day before election.
NEVADA 3 Sep	Six months in state, 30 days in county, 10 days in precinct. Must be registered.	Permanent for armed forces personnel. If not registered, apply by FPCA for registration and absentee ballot.	Mail FPCA in time to reach County Clerk before 1700 on Tuesday before election.	Must arrive before polls close on election day.
NEW HAMPSHIRE 10 Sep	Six months in voting precinct. Name must be on Check List, place of residence.	Check List corresponds to registration. Armed forces personnel, name is placed on Check List when absentee ballot application is accepted.	Mail FPCA at any time to Secretary of State, Concord, for Armed Forces Ballot.	Must arrive before polls close on election day.
NEW JERSEY 4 Jun	Six months in state, 40 days in county.	Permanent if you voted once in four years and did not move from voting precinct. Not required of armed forces personnel. Upon release from duty, individual must register in person.	Mail FPCA to County Clerk (Clerk of Municipality for municipal elections) at any time. In case of doubt about county or address, send FPCA to Secretary of State, State House, Trenton.	Must arrive before polls close election day.
NEW MEXICO 27 Aug	One year in state, 90 days in county, 30 days in precinct. Must be registered.	Permanent if you voted in last two general elections and did not change residence. For armed forces personnel registration in advance is not required.	Mail FPCA verified by commissioned officer to County Clerk any time after 1 Jul for general elections.	Must reach County Clerk by noon of day before election.
NEW YORK 18 Jun	Three months in state, city or county. Must be registered. Proof of literacy is required, except for armed forces personnel when voting by absentee ballot.	Permanent. Armed forces personnel apply by FPCA for registration and absentee ballot.	Mail FPCA to Division for Servicemen's Voting, Office of Secretary of State, Albany, at least 10 days before election.	Must arrive by noon, day before election.
NORTH CAROLINA 4 May, Runoff: 1 Jun	One year in state, 30 days in voting precinct. Must be able to read and write from State Constitution and be registered.	Permanent except for armed forces personnel on leaving service. Apply by FPCA for registration and absentee ballot.	Mail FPCA to Secretary of State, Raleigh, or to Chairman, County Board of Elections, at any time.	Must arrive before noon on Saturday preceding election.
NORTH DAKOTA 3 Sep	One year in state, 90 days in county, 30 days in voting precinct.	Not required of armed forces personnel.	Mail FPCA to County Auditor within 30 days before election.	Will be accepted up to one week after election day.

THE BULLETIN BOARD

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
OHIO 7 May	One year in state, 40 days in county, 40 days in precinct. Registration is required in some places, except for armed forces personnel outside the state.	Permanent if you voted once in last two years and did not move or change name after registering. Armed forces personnel outside the state, not required for voting by absentee ballot.	Mail FPCA in time to reach Clerk, County Board of Elections, as early as 1 Jan and not later than noon of third day before election.	Must arrive before noon on election day.
OKLAHOMA 27 Aug, Runoff: 17 Sep	Six months in state, 2 months in county, 20 days in election precinct.	Not required for voting by absentee ballot.	Mail FPCA any time to Secretary, County Election Board. Must be verified by commissioned officer.	Must arrive before 1700 on Friday preceding a Tuesday election.
OREGON 28 May	More than 6 months in state. Must be able to read and write English. Must be registered.	Permanent unless a change of address caused your primary voter's pamphlet to be returned to sender. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk or Secretary of State, Salem, within calendar year of election. Must be verified by commissioned officer, WO, or PO.	Must arrive before polls close on election day.
PENNSYLVANIA 23 Apr	One year in state (six months if previously a resident and returned), two months in election district, precinct or division. Must be registered, except for armed forces personnel.	Not required of armed forces personnel.	Mail FPCA or written request to County Board of Elections at any time.	Must reach County Board of Elections by 1000 on second Friday following election day.
RHODE ISLAND 10 Sep	One year in state, 6 months in town or city. Must be registered, except armed forces personnel out of state.	Not required of armed forces personnel during period of service or for 2 years thereafter.	Mail FPCA for War Ballot to local Board of Canvassers and Registration to be received before 1700 on 21st day before election.	Must arrive before 2100 on election day.
SOUTH CAROLINA 11 Jun	One year in state, 6 months in county, 3 months in polling precinct. Must be registered.	Request Registration Card from Board of Registration, county of residence, any time during year in which you wish to vote. Return no later than 30 days before election.	Mail FPCA at any time to Board of Registration, county of residence, or to Secretary of State, Columbia, for general or special elections.	Must arrive before polls close on election day.
SOUTH DAKOTA 4 Jun	Five years in U.S., 1 year in state, 90 days in county, 30 days in election precinct. Must be registered.	Permanent if you voted in last four years and did not change voting residence or political affiliation. Armed forces personnel, mail FPCA for registration and absentee ballot in time to reach County Auditor, place of residence, no later than 20 days before election.	Mail FPCA to County Auditor at any time. Must be verified by commissioned officer.	Must arrive before polls close on election day.
TENNESSEE 1 Aug	One year in state, 3 months in county. Must be registered.	Permanent unless you failed to vote in four successive years, changed name or voting residence, lost right to vote by court judgment, or disposed of property for property qualifications for voting in municipal elections. Apply in person at County Election Commission Office or by mail when absent from place of legal residence at time of registration. Mail request to County Election Commission. Return notarized forms in time to be received at least 30 days before election.	Mail FPCA to County Election Commission. Must be notarized by commissioned officer or notary public, to arrive between 90 and 10 days before election.	Must reach County Election Commission by 1000 on election day.
TEXAS 4 May	One year in state, 6 months in county.	Registration by FPCA at time of applying for absentee ballot. Good only for election in which participating.	Mail FPCA to County Clerk after 1 March. Have FPCA sworn to.	Must reach County Clerk's Office by 1300 on election day.
UTAH 10 Sep	One year in state, 4 months in county, 60 days in precinct. Must be registered.	Permanent if you voted once in last two general elections and did not change your residence. Apply by FPCA for registration and absentee ballot.	Mail FPCA to County Clerk (City Recorder for municipal elections) within 5 days before election.	Must arrive before polls close on election day.
VERMONT 10 Sep	One year in state before general election, 90 days in town to vote for members of General Assembly and Justices. Must take Freeman's Oath and have name on town Check List of voters.	Check List of voters corresponds to registration. To get on list, take Freeman's Oath in person or by mail. Apply by FPCA when applying for ballot.	Mail FPCA to Town Clerk at any time.	Must arrive in time to be delivered to election officials before polls close on election day.

Dates of Primaries	Residence Requirements	Registration	Application for Ballot	Ballot Deadline For Primary and/or General Elections
VIRGINIA 9 Jul, Runoff: 13 Aug	One year in state, 6 months in county, 30 days in precinct.	Not required of armed forces personnel.	Mail FPCA to Secretary of State or State Board of Elections, Richmond, at any time.	Must arrive in time for delivery to election officials before polls close on election day.
WASHINGTON 17 Sep	One year in state, 90 days in county, 30 days in city or voting precinct. Must be able to read and speak English, and must be registered or qualify as a Service Voter.	Permanent if you voted once in last 4 years and did not move from city or county where registered. Armed forces personnel, apply by FPCA for temporary registration and absentee ballot.	Mail FPCA to Secretary of State, Olympia, any time before election (preferably after 1 July).	Ballot must be voted on or before election day and reach election officials no later than 15 days after general election. For armed forces personnel, date on affidavit on return envelope serves as voting date.
WEST VIRGINIA 14 May	One year in state, 60 days in county or municipality. Must be registered.	Permanent unless you failed to vote once in period of last 2 primary and general elections, or changed place of residence. Mail request for Application for Absentee Registration to Clerk of Circuit Court, county of residence, at any time. Return no later than 30 days before election.	Apply by FPCA to Clerk of Circuit Court, county of residence, within 60 days before election. Must reach Clerk's office by the Saturday before general election.	Must reach Clerk of Circuit Court in time to be delivered to election officials before polls close on election day.
WISCONSIN 10 Sep	Six months in state, 10 days in election district or precinct. Must be registered in some municipalities, except armed forces personnel.	Not required of armed forces personnel.	Mail FPCA at any time to County, City, Town or Village Clerk (Board of Election Commissioners, Milwaukee).	Must be returned in time to be delivered to election officials before polls close on election day.
WYOMING 20 Aug	One year in state, 60 days in county, 10 days in voting precinct. Must be able to read State Constitution and be registered.	Permanent if you voted once in last two years. Armed forces personnel, apply by FPCA for registration and absentee ballot.	Mail FPCA to County, City or Town Clerk, any time in year of election up to 15 days before election.	Must be returned to be delivered to election officials when polls open on election day.

Navy-Marine-Coast Guard Residence Foundation

It's called the Navy Marine Coast Guard Residence Foundation, Inc. Its purpose is to build and operate retirement residences mainly for widows of officers of the three sea services.

But in order to do so, it must have operating funds donated by active and retired officers and by friends of the Navy, Marine Corps and Coast Guard.

This year, the solicitation for funds was held during April, at which time officers in grades O-4 and above were approached on purely a voluntary basis. In addition, Reserve groups, retired officers, Navy League councils and others—such as officers wives' clubs interested in the success of the Foundation—held benefit affairs.

However, volunteer contributions

are accepted year-round, not just in April, according to authorities.

Before the drive began this year, the Foundation, a nonprofit organization, was worth more than \$550,000, a large portion of which was earmarked for the construction of the first residence dwelling, Vinson Hall, a 50-apartment structure located in McLean, Va., 15 miles from downtown Washington, D. C.

To operate the hall and pay for necessary items not covered by the building mortgage, the Foundation estimates it must raise \$100,000 annually which will go into its Endowment Fund.

Income from the fund will be used to aid about 20 per cent of the widows who will live at Vinson Hall. These ladies will be given assistance ranging from \$25 to \$150 per month

in addition to the lifetime nursing care available to them at the hall.

The ultimate goal of the Foundation is to build as many residences as are needed and at locations where the largest numbers of retired eligibles wish to live.

To help attain this goal, donors may receive membership in the Foundation for \$25 per year or a lifetime membership for \$500, either of which is tax deductible.

Checks, money orders, bequests, stock transfers, etc., should be made payable to the Residence Foundation, Inc., or to NMCGRF, Inc., and mailed to: Navy Marine Coast Guard Residence Foundation, Inc., Bldg. 59, U. S. Naval Observatory, Washington, D. C. 20390. Details of the foundation are contained in SecNav Notice 5340.

ROLL OF HONOR —THE LATEST LISTING

MEN OF

Acts of courage and leadership in the face of hostile fire have earned for today's Navymen the respect and gratitude of their country. During the past few years ALL HANDS has reported the names of those added to the roll of honor. Recent awards serve to exemplify this growing list.

Navy Cross

Phil I. Valdez, Hospital Corpsman Third Class, USN, posthumously. The Navy Cross was awarded for "gallantry and intrepidity in action" while serving as corpsman with a Marine unit on the morning of 29 Jan 1967 near Da Nang, Republic of Vietnam.

Phil Valdez was in a helilift with a platoon which, immediately upon landing, came under heavy enemy fire and sustained several wounded. Without hesitating, Petty Officer Valdez ran some 75 yards through open terrain, under fire, to aid a fallen Marine. He moved the man to a safe area and rendered medical assistance. He then exposed himself to fire once more, going to the aid of a second wounded Marine. While treating the second Marine, he positioned himself between the man and the hostile fire and was fatally wounded by enemy fire.

Lieutenant William C. Fitzgerald, USN, posthumous award. The Navy Cross was presented posthumously to LT Fitzgerald "for extraordinary heroism" on 7 Aug 1967 while serving as senior advisor to a Vietnamese Navy Coastal Group.

During an attack by communist insurgents, he immediately established communications with the Vietnamese Navy commanding officer, attempting to coordinate assistance from other forces in the area. The numerically superior Viet Cong forces overran the base, leaving LT Fitzgerald's bunker the only remaining

source of resistance. He requested an artillery barrage laid down on his own position, and ordered his men to evacuate the position while he remained to provide cover fire. Before he himself could carry out his own escape, he was fatally shot by the Viet Cong.

Lieutenant Neil R. Sparks, Jr., USN. LT Sparks earned his Navy Cross while rescuing a downed pilot over hostile enemy territory on 17 Jul 1967.

LT Sparks penetrated the coastal defense of North Vietnam, 30 miles south of Hanoi, to rescue a downed naval aviator. His helicopter was hit by enemy fire, disabling the radios, automatic stabilization equipment and airspeed indicator. Despite the enemy fire, he kept his aircraft hovering for 20 minutes until the pilot could be hoisted aboard. Two and a half hours later, he safely crossed back from the coastline of North Vietnam, having penetrated the coastal defense of North Vietnam and traveling 200 miles over hostile territory. "By his courageous actions, skill and fearless devotion to duty, LT Sparks prevented the capture by hostile forces of a fellow aviator."

Silver Star

William R. Broad, Hospital Corpsman Second Class, USN, awarded posthumously. Petty Officer Broad was awarded the Silver Star for action while serving as a corpsman with a Marine unit in Quang Ngai Province on 28 Jan 1967.

During a river crossing by a Marine company making a sweep into enemy-controlled territory, a well-armed enemy force opened fire on the point of the patrol. Petty Officer Broad left cover and began the perilous trip forward to aid wounded Marines. He was seriously wounded, but stopped only long enough to treat himself, then crawled on to the wounded men to administer

Navy Cross



Silver Star Medal



Legion of Merit



METTLE

first aid. He continued to treat wounded Marines, exposing himself to the heavy fire, until wounded again, this time mortally. "His courageous and inspiring actions were in keeping with the highest traditions of the United States Naval Service."

Lieutenant Richard F. Daniels, USNR. Awarded the Silver Star for action on 23 May 1967 as commander of a helicopter during rescue of a downed pilot over enemy territory.

When an earlier attempt to rescue an airman downed 35 miles from Haiphong was unsuccessful due to heavy concentrations of enemy small-arms fire, LT Daniels flew his helicopter into enemy territory to attempt the rescue. He continued his flight, reached the area of the downed airman, and hovered over the spot for 20 minutes while making the rescue. He evaded numerous enemy anti-aircraft barrages, then secured one of his engines to provide maximum fuel economy. When he landed safely aboard *uss Worden* (DLG 18) his aircraft had only two to three minutes of fuel remaining.

John E. Laning, Hospital Corpsman Third Class, USN, awarded posthumously. Petty Officer Laning was awarded the Silver Star for action on 8 May 1967 in connection with operations against enemy forces while serving as a corpsman with a Marine unit during Operation *Prairie IV*.

During an enemy attack on the Con Thien combat outpost by North Vietnamese Army forces throwing "satchel charges" into defending trenches, Petty Officer Laning heard cries for help. He rushed across open, fireswept ground to the trenches to care for wounded Marines. Working in dim light and sometimes total darkness, he provided swift and expert care to the wounded men. He was again crossing open ground on his way to aid another squad of Marines when he was



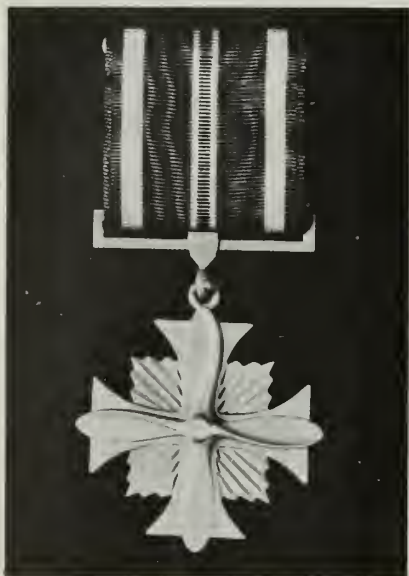
CONGRATULATIONS to Thomas Darley, GM1, after being presented the Bronze Star. Darley received award for action on Mekong Delta as a PBR patrol officer.

seriously wounded by rifle fire. He continued forward until again hit by rifle fire and fell mortally wounded.

Travis A. Simmons, Jr., Hospital Corpsman Second Class, USNR, awarded posthumously. For conspicuous gallantry and intrepidity in action on 16 Mar 1967, while serving with a Marine unit during operations against Viet Cong forces in the Republic of Vietnam.

Petty Officer Simmons was with a Marine unit on a search and destroy mission in Quang Ngai Province when rear elements of the company were fired upon by Viet Cong in an open rice paddy. As he ran forward to aid Marines requiring medical assistance, he was wounded in the leg. Disregarding his own wound, he crawled under fire to a wounded Marine and placed his own body between that of the wounded man and enemy fire. Moments later, Petty Officer Simmons was

Distinguished Flying Cross



Navy and Marine Corps Medal



Bronze Star Medal





DISTINGUISHED PILOT—Lieutenant (jg) Walter Williams receives Distinguished Flying Cross for Vietnam duty.

mortally wounded by a burst of machine gun fire. "His exceptional initiative, uncommon daring and compassion for his wounded comrades were in keeping with the highest traditions of the United States Naval Service."

Lieutenant Charles D. Witt, USN, awarded posthumously. For conspicuous gallantry and intrepidity in action on 19 May 1967 while serving with a river patrol section along the Ham Luong River.

LT Witt sighted a Viet Cong junk reversing its course and, without hesitation, chased the evading craft, successfully destroying it and another despite semiautomatic and automatic fire from the junks, a hut and bunkers along the banks. The destruction of these junks was marked by secondary explosions. He then led his PBR patrol back to the main river with no damage to his unit.

Distinguished Flying Cross

Lieutenant Commander James W. Austin, USN. Awarded the Distinguished Flying Cross as flight leader of a division of aircraft assigned as flak suppression and anti-Mig screen during an attack on an important railroad bridge on 20 Sep 1965.

After evading a barrage of surface-to-air missiles during the approach to the target area, LCDR Austin led his flight to the target and initiated glide bombing attacks in the face of heavy enemy fire. After scoring several hits on the bridge, he positioned his flight to protect the main body of the strike group from enemy fighters reported airborne in the vicinity.

Lieutenant Michael L. Burns, USN. "For heroism and extraordinary achievement in aerial flight on 18 Nov 1965." LT Burns was strike leader of a flight of four A1-H aircraft in a strike against an important bridge used by hostile forces.

Upon arrival over the target, the flight encountered weather which required changes in the prebriefed attack plan. He then directed the aircraft into a near vertical attack on the bridge through a hole in the cloud cover. In the face of heavy enemy fire, he placed his 1000-pound bomb on the structure, severing it from its approach foundation, thereby denying the enemy the use of a central supply route.

Lieutenant Benjamin E. Caldwell, USN. He received the Distinguished Flying Cross for action on 12 Mar 1967 as the airwing commander's wingman in a coordinated strike against the Ninh Binh rail and bridge complex.

LT Caldwell was assigned the railroad bridge as a target. Exposed to intense antiaircraft fire en route to his target, he maintained tactical position and delivered his bombs directly on the narrow bridge, destroying two of its spans.

Lieutenant (jg) Johnny D. Carroll, USNR. Awarded for his participation in a strike against the rail complex at Quang Suoi, on 11 Nov 1965.

As radar intercept officer in a flight of three aircraft, he guided the planes through adverse weather conditions at low altitude and assisted the pilot in conducting a succession of attacks which destroyed nine railroad cars and a locomotive. Throughout the attacks, the flight was subjected to heavy antiaircraft fire. After departing the target, he effected a low-level rendezvous with a photo-reconnaissance aircraft and led it back to

Naval Aviator Has

INSTANCES OF BRAVERY and heroism by Navymen in Vietnam are many as indicated by the growing list of decorations and citations which are reported in **ALL HANDS**.

One Navyman who has done more than his share to add to this growing list of heroes is Navy pilot, Commander Ronald Jackson Hays, USN. CDR Hays is one of the most decorated naval aviators having served in Vietnam.

The decorations which he has received make his service record an extremely bulky package, which reads like a script prepared for a harrowing Hollywood production, but this script and the acts for which he was awarded decorations are all factual.

Among his various decorations are 30 awards for combat operations in Vietnam. He holds three Silver Stars, seven Distinguished Flying Crosses, two Navy Commendations and 18 Air Medals.

CDR Hays graduated from the Naval Academy in 1950 and entered flight training in 1952. On his last tour of duty in Vietnam, he served as commanding officer of a squadron aboard a carrier.

ALL THREE SILVER STAR medals earned by CDR Hays were awarded for duty as a pilot with that squadron, Attack Squadron 85, embarked on USS *Kitty Hawk* (CVA 63).

On 13 Dec 1966 he led a 25-plane strike group in a daylight mission against the heavily fortified Van Dien vehicle depot. After experiencing radio failure while approaching the target area, he relinquished the lead and continued as wingman with only the capability to receive on-guard frequency.

After reaching the target, he encountered multiple missile firings and eventually received a direct hit by a 37-mm round which penetrated the wing of his aircraft. Despite the damage, he rolled into his dive and delivered his attack on his assigned target. For this action he was awarded his first Silver Star medal.

the target, again encountering intense enemy reaction. He then rejoined the flight and led them through deteriorating weather conditions back to the carrier.

Lieutenant Robert W. Cooper, Jr., USN. He was awarded the Distinguished Flying Cross for action on 28 Oct 1965 as radar intercept officer on an armed reconnaissance flight over enemy territory. Following a successful attack on a bridge on a major highway, his aircraft was struck by antiaircraft fire, followed by a severe explosion. LT Cooper remained with the aircraft in a valiant attempt to save it, although the cockpit began to fill with smoke. As the flaming aircraft was directed away from enemy concentrations, LT Cooper, suffering severe burns, ejected from the stricken plane into a jungle. He directed the rescue helicopter to his position and was then lifted to safety.

Lieutenant Commander Ray L. Dunkin, USN. "For heroism and extraordinary achievement in aerial flight on 9 Sep 1965."

LCDR Dunkin piloted his photo reconnaissance aircraft on a mission over the Thanh Hoa railroad and



Silver Star to John Hood, BM1.

Received 30 Awards for Valor in Combat

He received a gold star in lieu of his second Silver Star for action on 16 Mar 1967 as a pilot during a two-plane night mission. At that time the objective was a thermal power plant at Bac Giang.

While a malfunction caused his wingman to abort the mission, CDR Hays continued alone in adverse weather conditions, complete darkness and at extremely low altitude. He reached the target despite intense fire, missiles

fired at his aircraft and an attempt to illuminate his plane by enemy searchlights.

Upon arrival at the release point, he completed his mission, showing great skill in maneuvering to avoid the surface-to-air missile volley fired at his aircraft.

CDR HAYS WAS AWARDED a gold star in lieu of his third Silver Star for action as a pilot during all-weather missions against enemy facilities between 18 and 24 Mar 1967.

During this period, he planned and led four multi-aircraft night strikes against North Vietnam's only steel and iron complex and two significant thermal power plants.

Each of the targets was located deep inside the formidable surface-to-air missile and enemy fighter interceptor network protecting the Red River delta.

He chose the most hazardous route to the target for himself through the unparalleled number of antiaircraft batteries of all caliber. Despite intense barrage fire, continuous missile and gun laying radar activity and missile fire to and at the target area, he pursued the mission to a successful conclusion.

From 16 April 1966 to May 1967, Commander Hays was awarded seven Distinguished Flying Crosses while serving as a pilot in Attack Squadron 85. His various citations for missions over Vietnam are filled with phrases and descriptions which exemplify the hazards and importance of those flights. On one mission he initiated an attack in the face of heavy antiaircraft fire which struck the cockpit area of his aircraft. Although hit, he expertly maneuvered his damaged plane and completed his mission successfully before returning to his squadron.

Throughout the missions for which he was later decorated, he was constantly subjected to missile firings and antiaircraft activity. On several occasions, he also faced possible enemy Mig interception.

During one flight, he led his group of 19 airplanes over 120 miles of enemy territory using his weapons

CDR Ronald J. Hays



Naval Aviator (cont.)

system to provide navigation to the target through extreme weather conditions. His airmanship enabled the group to complete their mission.

On the occasion for which he received his fifth DFC, he approached his assigned target as "cyclic barrage fire from heavy antiaircraft batteries turned night into day and buffeted the airplane, yet CDR Hays continued." While under an umbrella formed by converging tracer fire, he executed a low altitude run which resulted in the success of his mission.

Following a sortie against the Hon Gai Power Plant, photographs of his specific assignment revealed CDR Hays' success as a result of his positioning of the aircraft while "maneuvering in the face of antiaircraft fire and heavy surface-to-air missile activity."

His seventh DFC was earned while leading a coordinated mission against a supply depot. He disregarded heavy defenses at the target and successfully positioned the group for a visual run. His judgment and leadership were prime factors in the safe disengagement of the group from the target area.

In addition, CDR Hays has received two Navy Commendation Medals. The second award was presented for maintaining a high degree of combat readiness while serving as commanding officer of Attack Squadron 85 during operations in Southeast Asia from 4 Dec 1966 to 23 May 1967. During this period, his squadron flew 988 combat missions under all types of conditions.

Commander Hays' 18 year career as a Naval Officer reflects the difficult, time-consuming work required to become a topnotch aviator. After completing flight training in 1952, LTJG Hays reported to Attack Squadron 195 for duty. After appointment to lieutenant in 1955, he was assigned to the U. S. Naval Air Test Center at Patuxent River, Md. A later tour of duty took him to Carrier Air Group I where he completed a number of correspondence courses such as aviation operation, naval airborne ordnance and shiphandling.

He was appointed lieutenant commander in 1960. He attended the Naval War College and graduated from the command and staff course in June of 1961. LCDR Hays then joined Attack Squadron 44 at Jacksonville for further training. In 1962, he received training in an A-4 aircraft which included various weapons delivery courses. He completed this instruction while attached to Attack Squadron 106.

Readiness Attack Carrier Air Wing 4 was his next duty station. In 1965, while serving with that unit, he was appointed Commander. In 1966, Commander Hays completed attack delivery pilot qualifications while assigned to Attack Squadron 85. He served with this unit aboard *uss Kitty Hawk* (CVA 63) in Vietnam, and later became the commanding officer of that squadron.

Commander Hays exemplifies the dedication required to become a Navy pilot. The 30 combat decorations which he has received for action in Vietnam make him a highly decorated Navyman and a hero in the great tradition of the sea service.

a bridge used by hostile forces. Following the strike on the target, he began his photo run, encountering heavy enemy antiaircraft fire from the area surrounding the bridge. He succeeded in maneuvering his aircraft to pass directly over the target, and obtained high quality photos enabling precise bomb damage assessment.

Commander Herbert P. Hunter, USN, awarded posthumously. He was awarded the Distinguished Flying Cross for action on 16 Jul 1967 as a pilot during an air strike against the Phu Ly transshipment area. While making a bombing run on the target, his division encountered several surface-to-air missiles, one of which downed a member of the flight.

After completing his bombing run, he continued to orbit the area of the downed pilot despite continued heavy antiaircraft fire and missile firings. He left the area only after his wingman had taken a hit, escorting the latter to safety. As a result of CDR Hunter's action in broadcasting the pilot's position and identifying terrain features, the downed pilot was rescued.

Lieutenant Albert R. Hyde, USN. "For heroism and extraordinary achievement in aerial flight on 1 Jul 1966," as pilot and a section leader of a flight of aircraft on a surface-to-air missile suppression mission.

While en route to his target area, the Duong Nham POL storage facilities, the section leader repeatedly exposed his aircraft to enemy missile sites in order to locate their positions. He was successful, and delivered a missile, silencing one of the sites. Upon hearing a distress call from his commanding officer's plane, he rendezvoused with the crippled aircraft and escorted it to the coast where the pilot ejected. He continued to orbit the area, directing efforts for rescue of the downed pilot until low fuel forced him to return to his ship.

Lieutenant (jg) Holt M. Livesay, USNR. Awarded for action on 23 Jan 1967 as a pilot and wingman in a section of A-1H aircraft during support of operation Sea Dragon.

He was assigned to provide gunfire spotting for destroyers operating against the positions of the hostile forces. Adverse weather conditions made spotting extremely difficult as the gunfire support ship began firing on enemy 37-mm and 57-mm shore gun batteries. The enemy batteries began firing on the ship and his

STAR AND CROSS—CDR Niles Gooding receives Silver Star. LT Neil Sparks is presented Navy Cross for his part in rescuing a downed pilot in Vietnam.



aircraft, but because of his past knowledge of the target complex and his alertness in spotting the gun positions, he was able to make one bold adjustment to the ship's fire which neutralized the enemy guns with one salvo. His "professional competence, superior airmanship and skill in directing naval gunfire were in keeping with the highest traditions of the United States Naval Service."

Lieutenant Commander Conrad B. Olson, USN. Awarded for "heroism and extraordinary achievement" on 14 Dec 1966 as section leader of an eight-plane flak suppression element in a strike against the Van Dien vehicle depot.

Despite intense anti-aircraft fire and surface-to-air missiles, he succeeded in silencing an active, heavy anti-aircraft emplacement in the target area with a guided missile. He then observed a surface-to-air missile lifting from a nearby site. Despite damage to his aircraft by anti-aircraft fire, he attacked the missile site and placed his rockets directly on target.

Lieutenant Commander Claude D. Wilson, Jr., USN, awarded posthumously. He was awarded the Distinguished Flying Cross for action on 11 Nov 1966 while conducting a missile attack on a large anti-aircraft artillery emplacement.

As wingman in a flight of two light aircraft assigned as anti-aircraft suppressors supporting a large air wing strike on railyards at Ninh Binh, he made an independent run on one of two eight-gun anti-aircraft batteries and several smaller emplacements which were firing point-blank into the bomber group. He destroyed the target with a direct hit on an air-to-ground missile.

Bronze Star

Roy L. Castleberry, Electronics Technician Second Class, USN, posthumously. Awarded for meritorious service from 20 Jun 1966 to 24 May 1967 while serving as the after 50-caliber machine gunner on a PBR, and ultimately boat captain of a patrol boat.

He participated in 133 patrols, 54 of which came under enemy fire. "His implacable valor and unwavering principles of conduct were sources of inspiration and motivation to his shipmates." Petty officer Castleberry's accuracy in firing his machine gun contributed significantly in two battles against the Viet Cong. The combat distinguishing device is authorized.

Lieutenant John R. Chapman, USN, awarded posthumously. The Bronze Star was awarded for service as advisor to Vietnamese Navy Coastal Group 16, Quang Ngai Province, from 15 Apr 1966 to 3 Apr 1967.

On 22 Jun 1966, he directed a survey team in Sa Huynh Harbor when enemy fire was received from shore positions. He directed return fire and silenced the enemy fire with assistance of a Coast Guard unit. On 17 Aug 1966, an enemy force of more than 200 attempted to capture the junk base. LT Chapman obtained and directed supporting artillery fire and naval gunfire support from two coastal surveillance units, thereby preventing the base from being overrun by the enemy. The combat distinguishing device is authorized.

Lieutenant John W. Chidsey, USN. For meritorious service from 26 Mar 1965 to 20 Jan 1966. As a ship advisor to the Vietnamese Navy, he participated in 145



FOR VIETNAM DUTY—RADM F. Massey presents Air Medals to 18 VAQ 33 officers and crewmen.—Photo by D. Koze.

days on patrol and 10 gunfire support missions, coming under hostile fire throughout his patrols.

His exceptional initiative, professional ability and courage under fire were an inspiration to all who served with him. Through his outstanding performance of duty, he brought about improvements in the operating level of ships he advised. The combat distinguishing device is authorized.

Lieutenant Richard P. Dunbar, USN. Awarded for meritorious service from 22 Apr 1965 to 17 Jan 1966 as a ship advisor to the Vietnamese Navy.

He participated in 133 patrols and 44 naval gunfire support missions, coming under fire throughout these patrols. He worked closely with his counterparts in the Vietnamese Navy, insuring the maximum effective use of Vietnamese naval forces. He brought about significant improvements in the operating level of all ships he advised, thereby contributing greatly to the counter-insurgency effort. The combat distinguishing device is authorized.

Air Medal

Navy Commendation Medal



TAFFRAIL TALK

"MAY I HAVE the envelope please" may have been an oft-repeated phrase in a recent ceremony aboard the carrier *uss Roosevelt* (CVA 42). In a combination inspection/award ceremony, the commanding officer honored the "best of the year" in several categories while the ship was anchored at Soudha Bay, Crete.

Chosen *Sailor of the Year* was Signalman 1st Class Clinton H. Courtney. In recognition of his outstanding contribution to the ship and to the Navy, Courtney received a ship's plaque, a \$100 Savings Bond, 30 days' leave, and free round-trip commercial air transportation to the U. S.

Courtney entered naval service in 1958, and has served on continuous sea duty since 1960. He reported aboard *Roosevelt*, his fifth ship, in 1965.

Ensign Spencer C. Stevens was named the ship's *Junior Officer of the Year*. Assigned to the Engineering Department, he received a ship's plaque and 30 days' leave.

He entered naval service in August 1966, reporting aboard *Roosevelt* in March 1967.

Carrier Air Wing One's *Junior Officer of the Year* (CAW) was Lieutenant Morris M. Kemple, Jr., of embarked VA 172.

LT Kemple received a ship's plaque and 30 days' leave. He entered naval service in July 1960.

Radioman Seaman Richard T. Apple, Jr., was named the flat-top's *Rookie of the Year*. RMSN Apple was selected from an outstanding group of nonrated personnel to receive an engraved plaque and a trip to Rome to escort Swedish film starlet Ewa Aulin to her birthday party. He will also tour the set of *Candy* in which Miss Aulin has the title role.

Radioman Apple enlisted in the Naval Reserve in February 1967, went active in July 1967. He reported aboard the carrier the following month.

Sounds like a good idea.

★ ★ ★

Notice anything else unusual about the April issue? How about the fellow who demonstrates the latest fashions in OBA? He's not a handsome professional model we brought in for the occasion. He's our very own Jim Teague, JO1, who also wrote the accompanying article.

We might also mention that Dan Kasperick, JOC, was almost in a cold sweat by the time he had finished with his feature article concerning the unhappy results of an undesirable discharge. Kept looking over his shoulder all the time; and swore that, from now on, he was going to go straight. Dan and Jim rate recognition for covering their two difficult subjects in an interesting, straightforward manner.

Look for more of the same in the future. And while you're at it, check that article in this issue on the Navy's post office. The anonymous centerspread that goes with it was done in record time by one of our staff artists, Mike Tuffli.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• AT RIGHT: MAD gear is adjusted by Aviation Mochinist's Mate Doryl Grove, USN, while flying patrol in an S-2D Tracker of Anti-Submarine Squadron 37 during ASW exercises.—Photo by James F. Folk, JOC, USN.

ALL HANDS



KNOCK-KNOCK, WHO'S THERE? OPPORTUNITY

**NESEP STAR
PACE SCORE**

PREP SCHOOL USNA

USAFI GED

TUITION AID

ACADEMIC CREDIT FOR COURSES

G.I. BILL BENEFITS

LEARNING A LANGUAGE

NROTC

TRAINING COURSES

ADCOP

MEETING PEOPLE

CORRESPONDENCE COURSES

TRAVEL

'B' SCHOOLS

'A' SCHOOLS

'C' SCHOOLS

ON-THE-JOB TRAINING

MAKING FRIENDS

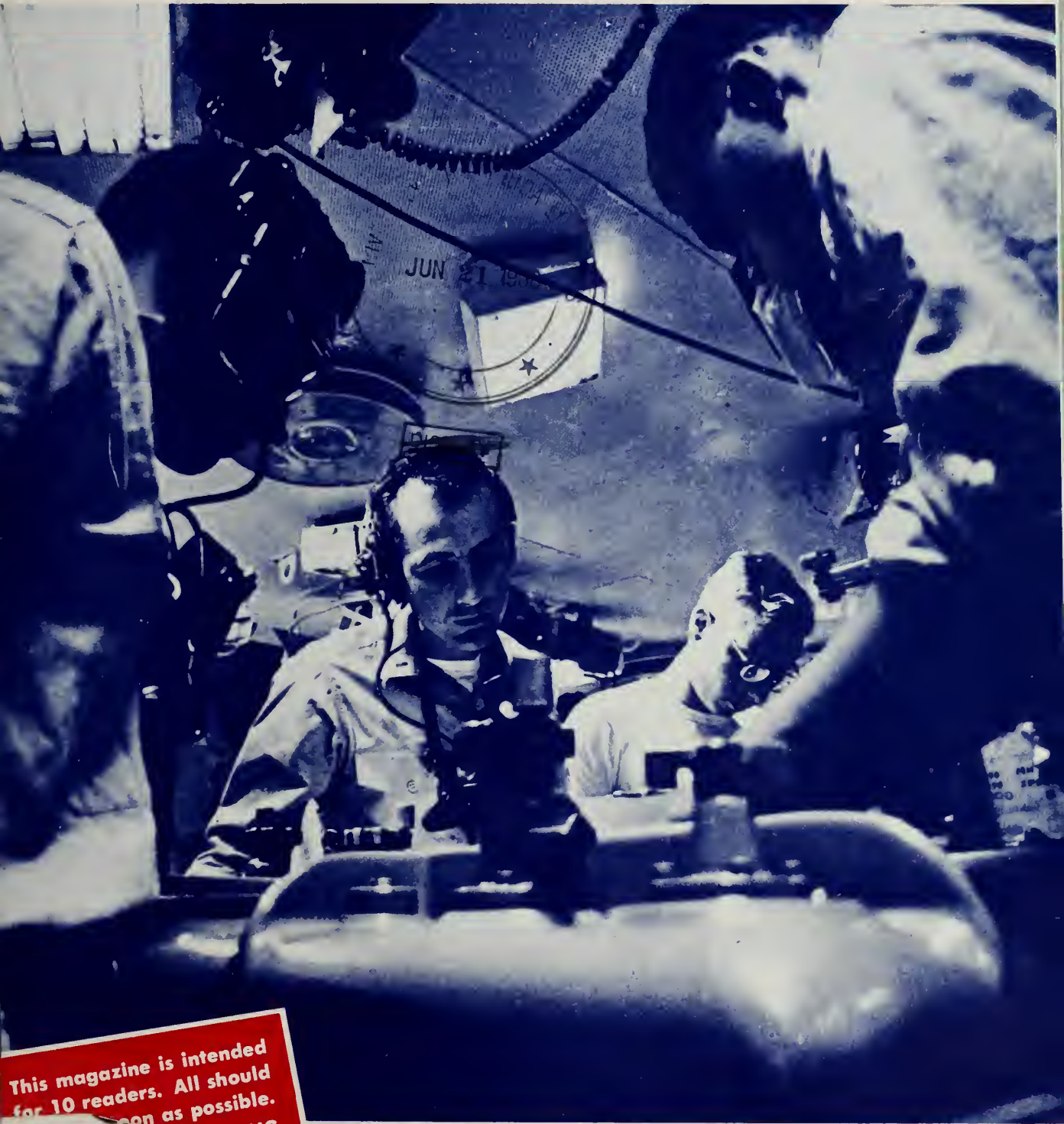
FLEET SCHOOLS

FLYING



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for 10 readers. All should
be on as possible.
COPY ALONG

JUNE 1968



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JUNE 1968

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NUMBER 617

ALL HANDS

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The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required.

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• **FRONT COVER: BATTERY PLOT**—Novymen at work in Main Bottery Plot aboard USS Conberra (CA 70). Left to right are: Seaman Alon K. Lewis; Warrant Officer, WO1, Lawrence B. Rhoden; Fire Control Technician 3rd Class Carl Scheffler; and Fire Control Technician 2nd Class Lorry Jordon.—Photo by R. D. Moeser, JOC, USN.

• **AT LEFT: WIDE STANCE**—Henry L. Pricer, BM2, operates a winch aboard USS Diamond Head (AE 19) during replenishment of another ship. Operation of a "yard and stay" rig in cargo handling is an important job aboard the Atlantic Service Force vessel.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated. Photos on page 38 by Denzil O. Evans.





MEDAL OF HONOR

James E. Williams
Boatswain's Mate 1st Class, USN

WHAT

BY MARCH 1966, BM1 James E. Williams had it made. Duty on board a cargo ship based little more than 300 miles from his home town, a wife still looking like the high school sweetheart he had married 17 years before, and three sons and two daughters eager for dad to retire so the family could move to their new home in Darlington, S. C., "not far from Grandma's."

His request for transfer to the Fleet Reserve had been approved. Eleven months more and Williams could stow away his bos'n's pipe and take it easy as a civilian.

Only one thing bothered him. If he wanted to, he could play it safe and his retirement was assured. On the other hand, there was this Vietnam thing going. Experienced boatswain's mates were needed badly.

A request for transfer to Vietnam was followed by river patrol boat and water survival training at Mare Island.

In Vietnam, Williams received an assignment as a PBR captain with River Squadron Five, based at My Tho, south of Saigon. It took him no time at all to get the feel of patrols on the Mekong. Everyone at Five recognized that he was a real pro, one who knew his small boats and knew how to handle his men.

THEY WERE RIGHT. Before Williams' tour was over, he had become one of the most decorated Navymen of modern times, topped by the Medal of Honor. Here are the highlights:

On 1 Jul 1966, Williams was easing his PBR 104 through the early morning darkness three miles down the Mekong east of My Tho. He was cover for PBR 101, which was 250 yards ahead, investigating a suspicious native river craft.

Notified that a second sampan had been spotted by radar and was "evading toward the river bank 200 yards ahead of PBR 101," Williams gunned his boat, alerted his crew for possible combat and set out after the sampan.

Thirty yards from the river bank and about 15 yards from the sampan, Williams instantly threw on the boat's searchlight. This was greeted by enemy gunfire.

MAKES A HERO?

With the bullets whizzing about him, Williams slammed the throttle to full ahead and made a sharp turn. This created a wake that slapped against the sampan and disrupted the enemy's aim.

Williams then zigzagged the PBR through a series of tricky maneuvers while his crew returned the fire.

Those of the enemy who survived the battle jumped over the side of the sampan and fled ashore.

Although the enemy fire had come from point-blank range, not one hit was scored against PBR 104 or its crew.

Williams then pulled the sampan away from the shoreline, emptied it of its contents, and towed his prize to My Tho.

Examination of the documents Williams had captured showed that a notorious enemy "tax collector"—who doubled as a spy—had been eliminated. The information also gave U. S. and South Vietnamese intelligence officers valuable data on VC tax methods, and listed names of communist party members and local VC sympathizers.

Williams received the Bronze Star Medal. The Republic of South Vietnam awarded him the Cross of Gal-



James E. Williams, BM1, USN.

lantry. He was formally cited for his boat handling and tactical use of speed, and his courage in pursuing the enemy to point-blank range.

THREE WEEKS LATER, Williams had one of four PBRs selected to stop a suspected enemy river crossing. The four PBRs—103, 105 (Williams'

boat), 109 and 110—arrived at the suspected crossing area late in the evening of 23 July.

At 2050, PBRs 109 and 110, their engines shut down, drifted silently into the area.

About an hour later, Williams shut down his engines, and, at a point one mile astern of the first two boats, also slipped quietly into the darkness.

Within minutes, Williams heard an outboard motor to starboard. His radar showed a high-speed contact moving toward the north bank of the river.

Receiving an order to pursue, Williams chased the now-fleeing suspect to within 50 yards of the riverbank. Illumination revealed a 30-foot sampan. It had nine VC passengers, who promptly opened fire.

Once again, Williams did tricks with his boat to elude the enemy fire, while his crew returned the fire. Three Viet Cong crewmen jumped into the river.

Williams moved in on the sampan. He grappled it to keep it away from the enemy bank, and to prevent its drifting away in the fast-running current.

Despite the considerable fire from the Viet Cong, not a single enemy

INDIAN FILE—River patrol boats on Vietnam waters. James Williams became skipper of a PBR in Mekong Delta.





ABOARD ELAINE—Williams and Seaman Binder stand alert while on patrol.

hit had been registered on Williams' boat. The boatswain's mate and his crew salvaged the contents of the partially-submerged, bullet-riddled sampan, and took it in tow. By increasing his speed, Williams produced an effect which lifted the bow of the sinking sampan out of the water so that it could drain sufficiently for towing.

The contents of the sampan included a rifle, two cluster bomb units, VC leaflets and documents which indicated another "tax collector" had been eliminated.

Williams was awarded his second Bronze Star Medal for the action. South Vietnam recognized his valor by presenting him with another Cross of Gallantry.

IT WAS EARLY in the evening of 22 August. PBRs 105 and 101 eased down the Mekong on what started as a routine, two-boat patrol. Williams, at the wheel of 105, was in charge.

Concealed on both sides of the river, 100 enemy gun emplacements waited for the PBRs to cruise between them, and then opened fire.

At the height of the battle, and as the PBR crews were knocking out a number of the enemy emplacements, Williams detected a motorized sampan that appeared to have two high-ranking VC on board. Williams directed the boat captain of 101 to cover his south flank and, while the enemy fire zinged about him, moved

in on the sampan, his crew returning the fire.

As Williams rigged the craft for towing, a bullet that just missed him gouged into the sampan and kicked up a spray of slivers. Fragments struck the BM1 in the head above the right eye.

Although he was wounded, and still dazed, Williams directed additional fire from the PBRs, and then retreated from the area with the sampan in tow.

He was awarded the Silver Star Medal and his first Purple Heart. The citation stated, in part: "Although he had been wounded in the face . . ." and in spite of intense enemy fire, Williams' . . . "determination and daring directly resulted in the capture of 31 Viet Cong top secret, 12 secret, and 58 confidential documents."

ON 14 OCTOBER, Williams was at the wheel of PBR 111 during an armed reconnaissance patrol on the Vam Co Tay river. He saw enemy troops marching along the bank and riding in sampans.

As Williams headed his PBR inland, the enemy opened fire. He pushed on, chasing the enemy as far as he could before his PBR began to bog down in the shallow river.

He began to draw a heavy concentration of fire from an area that obviously was a major campsite. Knowing this, Williams passed the word that resulted in strikes against

a main enemy position. He received the Navy Commendation Medal.

ON 9 JAN 1967, WILLIAMS had PBRs 105 and 103 on a Mekong patrol seven miles west of My Tho when he heard violent explosions thunder through the early morning darkness. Two miles away, the shattered dredge *Jamaica Bay* began to sink, mined by the Viet Cong.

Williams closed in on the sinking craft. He spotted two survivors still on the dredge, maneuvered his boat alongside and took them on board. As the 105 crew administered first aid, Williams called in a tug which was to serve as a collection point and to assist in the rescue.

He then began a systematic sweep of the debris-clogged water. Beaming a spotlight, he found five men struggling in the water. Maneuvering the PBR into position, his crew pulled the exhausted swimmers on board. After receiving first aid for wounds and shock, the men were transferred to the tug.

All seven rescued by Williams were cut and bruised and in various stages of shock. The five swimmers probably would have drowned had Williams not found them.

Returning to *Jamaica Bay*, Williams and his crew heard a tapping noise from within the hull. By this time, the dredge was all but under water.

Williams and one of his crewmembers, Rubin G. Binder, SN, USN (see *ALL HANDS*, January 1968, page 43) stripped to the waist and dived into the cold, black water. They swam to the side of the dredge and shouted through that part of the hull that was still above water.

An American civilian known as "Pops" called to them that he was trapped in a compartment and unable to get out.

"Hang on," Williams assured him. "We'll get you out."

WILLIAMS AND BINDER then began diving, feeling along the hull as they searched for an opening. Nothing. No way in. More dives, back to the surface for air, then back under.

Finally, the two men discovered a closed hatch about 60 feet from the trapped man's compartment. The hatch was more than four feet under water, but appeared to be the only



A BIRD'S-EYE VIEW—PBRs cruise in formation. Rt: PBRs and troops team in sweep of winding Vietnam river.

way in. By now, the dredge was sinking faster.

Swimming back to the exposed portion of the barge, Williams shouted to the man inside to work his way through the hull to a position in line with the hatch.

Williams and Binder then made repeated dives, surfacing only for air. They soon discovered the hatch was obstructed by two pipes.

Unable to move the obstacles themselves, the two men surfaced and hailed the rescue tug, called for a line, and then dove back under and fastened the line to the pipes. The tug pulled them away.

By this time, the trapped man had made his way to a position in line with the hatch. However, his compartment was rapidly filling, and he called, "There's no more air!"

SENSING THE PANIC in the man's voice, Williams returned to the surface and shouted down encouragement: "Hang on, we're almost there. We'll have you out in less than a minute."

Back under, Williams and Binder found the hatch warped and damaged and jammed fast. Williams knew that another line from the tug could probably pull it free, but also realized that the man, who now was treading water inside, would drown or suffocate before a line could be passed and rigged.

After surfacing for one final breath of air, Williams and Binder dove back to the hatch to make one last desperate effort to open it. They took hold and strained with all the strength the emergency could muster. The hatch sprang open.

Exhausted and with their lungs nearly bursting, but knowing there was no time to surface again for air, the two men swam eight feet into the flooded compartment and found Pops clinging to a beam. They grabbed him, pulled him through the

hatch, and fought for the surface. Gasping, Williams and Binder broke through to air with an unconscious-but-still alive Pops cradled between them.

On board the 105, Pops, gagging from water and oil he had swallowed, was in shock. His feet and legs were cut and burned. Williams, who was exhausted himself, administered first aid and directed emergency treatment which further helped to save Pops' life.

Williams and Binder each were awarded the Navy and Marine Corps Medal for heroic achievement. Williams was personally cited for his direct responsibility in the saving of eight lives.

"MOST DECORATED"

Listed below are military decorations won by BM1 James E. Williams during his Vietnam service between May 1966 and early 1967. He was twice wounded and many times a hero. In round figures he has earned some two dozen medals and awards.

- Medal of Honor
- Navy Cross
- Silver Star Medal
- Navy and Marine Corps Medal
- Bronze Star Medal, with Combat Distinguishing Device, plus a star indicating a second Bronze Star.
- Navy Commendation Medal with Combat Distinguishing Device.
- Purple Heart, plus a star in lieu of a second Purple Heart.
- Vietnam Gallantry Cross, plus a star indicating a second award.

One of the most decorated Navy-men of recent years, Williams received a variety of other medals and awards, including the Vietnam Service Medal (one star); Republic of Vietnam Campaign Medal; National Defense Service Medal (one star); United Nations Service Medal; Korean Service Medal (two stars); Korean Presidential Unit Citation; and five awards of the Good Conduct Medal.

SIX DAYS LATER, Williams was in charge of a PBR combat patrol that stopped a major enemy supply movement across the Nam Thon branch of the Mekong. There was a fierce firefight, during which Williams earned the Navy Cross for extraordinary heroism. Here is what happened, as described in the citation which accompanied the decoration:

Williams had directed his PBRs to the suspected VC crossing area. He was taken under intense fire from fortified enemy positions and from along the river banks.

After coordinating South Vietnamese and U. S. strikes, Williams led the three PBRs back into the hostile area to destroy enemy sampans and supplies.

The citation continued: "Frequently exposing himself to enemy fire, Williams directed his units in

THE MEDAL OF HONOR

On May 14, 1968, the President of the United States in the name of The Congress presented the Medal Of Honor to Bootswain's Mate First Class James E. Williams, United States Navy:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a member of River Section 531 during combat operations on the Mekong River in the Republic of Vietnam.

"On 31 October 1966, Petty Officer Williams was serving as Boat Captain and Patrol Officer aboard River Patrol Boat (PBR 105) accompanied by another patrol boat when the patrol was suddenly taken under fire by two enemy sampans. Petty Officer Williams immediately ordered the fire returned, killing the crew of one enemy boat and causing the other sampan to take refuge in a nearby river inlet.

"Pursuing the fleeing sampan, the U.S. patrol encountered a heavy volume of small arms fire from enemy forces, at close range, occupying well-concealed positions along the river bank. Maneuvering through this fire, the patrol confronted a numerically superior enemy force aboard two enemy junks and eight sampans augmented by heavy automatic weapons fire from ashore.

"In the savage battle that ensued, Petty Officer Williams, with utter disregard for his own safety, exposed himself to the withering hail of enemy fire to direct counterfire and inspire the actions of his patrol. Recognizing the overwhelming strength of the enemy force, Petty Officer Williams deployed his patrol to await the arrival of armed helicopters. In the course of this movement he discovered an

even larger concentration of enemy boats.

"Not waiting for the arrival of the armed helicopters, he displayed great initiative and boldly led the patrol through the intense enemy fire and damaged or destroyed 50 enemy sampans and 7 junks. This phase of the action completed, and with the arrival of the armed helicopters, Petty Officer Williams directed the attack on the remaining enemy force.

"Now it was virtually dark, and although Petty Officer Williams was aware that his boats would become even better targets, he ordered the patrol boats' search lights turned on to better illuminate the area and moved the patrol perilously close to shore to press the attack. Despite a waning supply of ammunition the patrol successfully engaged the enemy ashore and completed the rout of the enemy force.

"Under the leadership of Petty Officer Williams, who demonstrated unusual professional skill and indomitable courage throughout the three hour battle, the patrol accounted for the destruction or loss of 65 enemy boats and inflicted numerous casualties on the enemy personnel.

"His extraordinary heroism and exemplary fighting spirit in the face of grave risks inspired the efforts of his men to defeat a larger enemy force, and are in keeping with the finest traditions of the United States Naval Service."

silencing several automatic weapons positions, and directed one PBR to investigate several sampans which could be seen, while the other PBRs provided cover fire.

"Almost immediately, the enemy renewed their fire in an effort to force the PBRs away from the sampans."

One of the PBRs was hit, and so was Williams. Shrapnel tore into his left arm and shoulder.

"Despite his painful injuries, Williams led his patrol back through the heavy enemy fire."

The PBRs had succeeded in halting the crossing of three heavy-weapon companies which totaled some 400 men.

The Navy Cross citation described Williams' leadership as decisive and his courage unlimited in the face of heavy enemy fire. He received his second Purple Heart.

WILLIAMS RETURNED to the U. S. in March 1967, and joined the

Fleet Reserve after 19 years and eight months of continuous active duty. He felt that the last eight months had rounded out his career.

The first 19 years of Williams' service reads like that of a typical boatswain's mate, with emphasis on leadership.

In high school he was the president of his freshman class. He was active in sports, earning letters in baseball, football, basketball, tennis, boxing and track. (Boats might also admit—reluctantly—to having been light on his feet as a ballroom dancer.)

Eager to join the Navy, Williams decided to enlist as soon as he could, and—less than two months after reaching age 17—signed up for a three-year hitch.

Following boot camp at San Diego, and advancement to seaman second class, he spent two and one-half years on LSTs operating out of Coronado, Calif. He earned high

school equivalency credits under the USAFI General Educational Development program, was married in 1949, and began to think in terms of the Navy as a career.

WILLIAMS MADE seaman before reenlisting in August 1950, and then spent 20 months on board *USS Douglas H. Fox* (DD 779). He decided that BM was the rating for him, despite all he had heard about tight advancement quotas and slim chances for promotion.

He next pulled two years of shore duty at Naval Base, Charleston, S. C., and served as a Sixth Naval District shore patrolman. In September 1954, he reported to *USS Thomaston* (LSD 28), made the BM3 quota in January 1955, and was discharged and reenlisted at San Diego in July 1956.

Back on sea duty, Williams spent 14 months on board *USS Direct* (MSO 430), which was interrupted for six weeks while he attended Mine Warfare School at Yorktown, Va. He next served two years with Air Transport Squadron 6 at McGuire AFB, N. J., then in June 1960 reported to the deck force of the newly-converted guided missile cruiser *USS Little Rock* (CLG 4).

During three years on board *Little Rock*, Williams served as a master-at-arms and saw his ship win awards for operational excellence among Atlantic Fleet cruisers. In 1962, he attended Career Appraisal School at Bainbridge, Md., then returned to *Little Rock* for duty as a member of the cruiser's career appraisal team.

He made BM2, again reenlisted, and in April 1963 was transferred to the Fleet oiler *USS Chukawan* (AO 100).

Following advancement to BM1, Williams drew successive tours on board *USS Amphion* (AR 13) and *USS Alcor* (AK 259), during which he attended Advanced Damage Control School at the Fleet Training Center, Charleston, S. C.

By March 1966, Williams had a wife, five children ages six to 15, and—as was mentioned earlier—an eye on the Fleet Reserve.

But the final, heroic chapter in his Navy career was still to come. His shipmates in the Atlantic and Pacific Fleets will cheer him for his service to his country.

—Dan Kasperick, JOC, USN



Recording-setting aquanaut team poses for photo after receiving awards from Chief of Naval Operations ADM Thomas H. Moorer, USN.

William W. Winters, EN1, USN

Kenneth J. Conda, TM1, USN

Dan Risk, MM2, USN

Fernando Lugo, MM1, USN

John C. Kleckner, HM1, USN

ADM Thomas H. Moorer, USN

Daniel D. Price, MMCS, USN, Team Supervisor

World Record Breakers

WHEN THE FIVE USN divers emerged from the high-pressure chamber at the Navy Experimental Diving Unit at the Washington Navy Yard, Washington, D. C., they brought with them a world record for simulated depth.

Two of the five, all of whom are in training for aquanaut duty in Sealab III, went to a depth of 1025 feet in the diving chamber. The other three remained at 825 feet while the two, Machinist's Mate 1st Class Fernando Lugo and Mineman 2nd Class Don C. Risk, continued their descent.

The round trip took longer than non-divers might expect. Just a few

hours short of 13 and one-half days.

After making a gradual descent to 600 feet, the five remained at that level for 24 hours. Lugo and Risk then made a 20-minute excursion to the 825-foot level. They returned to their three companions, Torpedoman's Mate 1st Class Kenneth J. Conda, the team leader; Hospital Corpsman 1st Class John C. Kleckner; and Engineman 1st Class William W. Winters, and then, four

hours later, all five descended to 825 feet.

Some 74 hours after they had first entered the chamber, Lugo and Risk made their 13-minute excursion to the 1025-foot level. The five-man team then remained at 825 feet for 24 hours before beginning their nine-day decompression period back to the surface atmosphere.

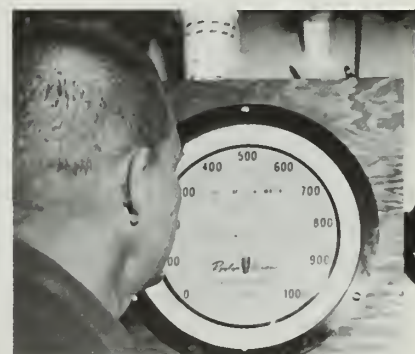
When they finally emerged, they had spent 321½ hours in the chamber and were quite ready to come out.

Forty divers, divided into five teams of eight men each, will man Sealab III in a 60-day experiment to be held off San Clemente Island some time this fall. Sealab III will be operated at a depth of 600 feet.

Sealab personnel enter compression chamber to begin their record dive.

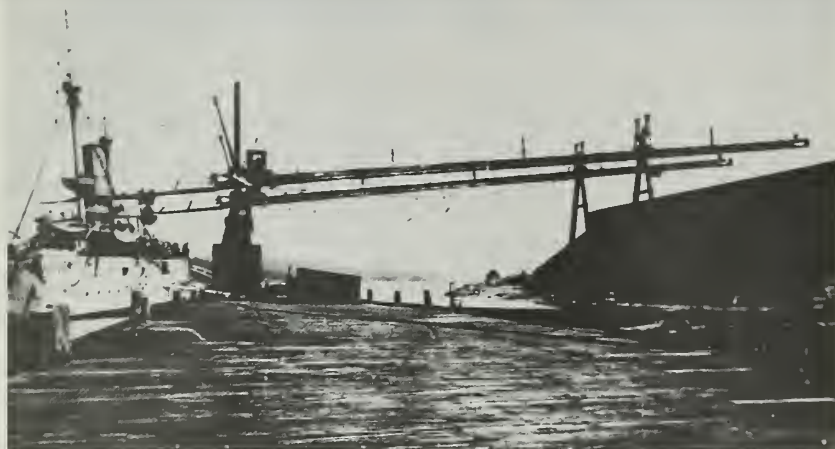


Gauge outside diving chamber reads 825 feet. Left: MM1 Lugo and MM2 Risk went down to 1025 feet.





FROM ABOVE—Submarine base at New London, Conn., looks like this today.



THEN AND NOW—Battleship USS *Texas* takes on coal at New London Navy Yard back in 1900. Below: Present-day view of subs in port at New London.



Something to Celebrate:

LONG KNOWN as the United States Navy's oldest submarine base, the New London facility brought the point home this year with a four-day celebration of the century mark. A spectacular Submarine Base Centennial Celebration was held during the Memorial Day weekend.

Although the Submarine Service is not that old itself, the Submarine Base traces its Navy origin back to 1868, the year the state of Connecticut and the city of New London gave the Navy 112 acres three miles upstream and on the opposite side of the Thames River from New London, actually located on the boundary between the towns of Groton and Ledyard—and therein lies a misnomer that will forever confuse the designation of the base post office.

An Act of Congress dated 2 Mar 1867 had authorized the Secretary of the Navy to accept the property when tendered by the state as a gift. Although the deed reads "be it known that on this 17th day of April A. D. 1868 . . ." it was actually signed and conveyed on 11 April.

This fact has confused some historians and misled at least one into questioning "the real motives of this unsolicited generosity," but has been taken by most as an omen of the close rapport and informal harmony which would exist between the local Navy establishment and the surrounding community.

Two brick buildings and a T-shaped pier were built in 1872, and the buildings still stand. One of them now serves as headquarters for the Commanding Officer of the Submarine Base.

DESIGNATED a Navy Yard in 1872, the site was used to moor small craft and obsolete warships such as the Reserve training ship *Minnesota* and the four-funneled *Florida*, and as a coaling station for the Atlantic Fleet. A crinkled photograph of the battleship *Texas* taking on coal now hangs in the office of the Base maintenance foreman.

Before the New London Navy Yard could begin to thrive as a yard, its activity was brought to a halt by an unusual incident. This occurred

A HUNDRED YEARS

during a series of experimental tests to determine the relative heat value of watersoaked coal as opposed to dry coal. It seems the entire coal dump caught fire during one combustion test. The fire lasted several days before it could be extinguished.

Virtually abandoned for a time, the New London Navy Yard was listed to be disposed of in an appropriations bill submitted to Congress for the fiscal year ending 30 Jun 1913. Only an impassioned speech by a member of the House of Representatives saved the site for the future growth of our Navy.

It was more a matter of fate than foresightedness when the monitor *Ozark*, acting as a tender, arrived on 18 Oct 1915 with a division of submarines. But other submarines and their tenders followed, among them one named *Fulton*, whose namesake is moored in the Thames River today as support ship for the nation's first all nuclear attack sub squadron.

Permanent status came to the facility in 1917 when the Navy Department designated it a Submarine Base, and with America's entry into World War I, facilities at the base were greatly expanded. During the war over ten thousand officers and enlisted men were trained at the base for duty in submarines.



ALTHOUGH REDUCED in size and facilities during the interval between World Wars I and II, the base continued to service submarines and train Navy personnel for submarine duty. During this peacetime period the most notable accomplishment at the base was the development of submarine rescue and salvage devices.

Lieutenant C. B. Momsen was responsible for the development of the re-breathing apparatus now known as the "Momsen Lung," used for individual escape from a sunken submarine.

A new type marker buoy for release by a stricken submarine to indicate its predicament and location

while lying helpless on the bottom was designed along with the rescue chamber for effecting rescues in numbers, escape locks, air purifiers, better communication facilities and other subsidiary features.

It was during this period that Submarine Medicine emerged as a new specialty in the study of the human being. Aiding in all of these efforts were the lessons learned from the disasters of S-51 off New London in 1925, S-4 at Provincetown in 1927, and *Squalus* off Portsmouth, N. H., in 1939.

To train submariners in the use of the Momsen Lung, a towering cylindrical water tank was constructed in 1930. One hundred thirty-eight and one-half feet in height, the escape training tank contains a vertical column of water 118 feet high and 18 feet in diameter. The tank holds approximately 250,000 gallons of steam-heated water, which is purified in the same manner as in swimming pools.

Shortly after its construction, the first training escapes were made in the tank and it has been in continuous use since then. It provides initial training to all future submarine officers and enlisted men attending Submarine School.

The tank is also used to requalify,

BACK HOME—Fleet ballistic missile submarine is eased into its berth on the Thames River following Atlantic cruise.



at 30-month intervals, the crews of all submarines in the Atlantic Fleet. An identical tank was constructed at Pearl Harbor to requalify Pacific Fleet submariners.

WITH THE COMING of World War II, the Submarine Force was greatly strengthened by the addition of old submarines recommissioned and new ones from the building ways. Paralleling this expansion, the activities of the base were stepped up to meet the increased demand for servicing submarines and training personnel.

President Franklin D. Roosevelt visited the Submarine Base on 26 Aug 1940, and inspected *uss Tautog* (SS 199), the newest submarine in the United States Navy, which had been commissioned the previous month. She was to distinguish herself in World War II by sinking more enemy ships than any other United States submarine—26.

In the five-year period from 1940 through 1945, the base mushroomed from 112 acres to 497, and from 86 to 270 buildings. This expansion provided additional barracks, bachelor officers' quarters, schools, hospital buildings, mess halls, storage facilities, repair shops and piers.

A red-letter day for New London,

as it was for submarine history, was 14 Jun 1952. It was on that day that the keel was laid for the world's first nuclear vessel, *uss Nautilus* (SSN 571).

President Harry S. Truman was on hand at Groton to autograph the keel of the atomic submarine he had authorized in August of 1950. President Truman, speaking at the Submarine Base, said: "*Nautilus* will be able to move under the water at a speed of more than twenty knots. A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed. She will be able to stay underwater indefinitely. Her atomic engines will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface."

Since 1958, when the personnel impact of the Fleet Ballistic Missile submarine program was first contemplated, considerable additional construction has been completed. This includes a complex of new brick barracks, off-ship crew training facilities and offices, a larger enlisted men's club, a major bachelor officers' quarters addition, and over a thousand units of family housing surrounding a large new chapel. A new mess hall and hospital will be added.

In 1960, Lieutenant Harris E. Steinke, officer in charge of the Escape Training Tank, developed a hooded life jacket which allows an escapee from a sunken submarine to breathe normally while ascending rapidly through the water to the surface. By 1963 the "Steinke Hood" method was being taught to all who came through the tank.

THE KEEL for the fast attack nuclear submarine *uss Pargo* (SSN 650) was laid on 3 Jun 1964 before President Lyndon B. Johnson. During his visit to the "Submarine Capital of the World," President Johnson chalked "LBJ" on *Pargo's* backbone. The President's initials were then permanently welded onto the keel.

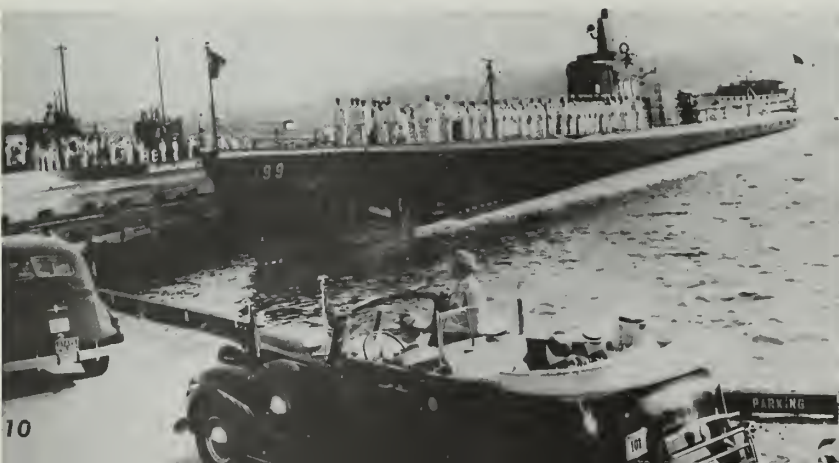
Easily the nation's largest submarine facility, the Submarine Base, New London, today consists of over 300 buildings on more than 547 acres of land. The commanding officer of the Submarine Base, currently Captain W. A. McGuinness, USN, is charged with providing full logistic support including berthing, repair, supply, medical, dental, and various personnel services for close to 35,000 active, retired and dependent personnel.

The Senior Officer Present Afloat is Commander Submarine Flotilla Two, Rear Admiral Charles D. Nace, USN. The flotilla consists of Submarine Squadrons Two, Eight, Ten, and Fourteen and Submarine Development Group Two.

Major activities within the New London area naval complex are the Submarine School; the Industrial Manager and Supervisor of Shipbuilding, Conversion and Repair in Groton; the Submarine Medical Center; Submarine Safety Center; the Navy Underwater Sound Laboratory; and the New London Test and Evaluation Detachment.

Beginning its second hundred years, New London Naval Base is busier than ever.

—John B. Mayo, LT, USN.



VIP VISITS—President Lyndon B. Johnson receives model during keel-laying ceremonies for *USS Pargo* (SSN 650). Former President Harry S. Truman inspects New London following ceremonies for *USS Nautilus* (SSN 571) in June 1952, and back in 1940 President Franklin D. Roosevelt arrives for a visit to the base and *USS Tautog* (SS 199), the Navy's newest sub.



All clear



Straighten it up



Hover and clear

Talking Hands

Landing and parking a helicopter on board a carrier at sea might be compared with maneuvering a limousine into a parking space intended for a bug. Don't try either without the help of someone outside signaling you directions.

If you're a helicopter pilot coming in for a landing, look for the man on deck who has LSE printed in bold letters on his bright yellow jumper. He's the Landing Signal Enlisted who will point to the spot on the flight deck where you should land, use appropriate hand signals to guide you up or down, left or right, and, finally, in for a safe landing.

LSEs on board the amphibious assault ship *USS Valley Forge* (LPH 8) direct the heavy traffic of take-offs and landings during heli-borne assault operations off Vietnam. They are aviation boatswain's mates who describe the LSE job as noisy, and not without danger. Said one: "The bigger helicopters, such as the CH-53 *Stallion*, produce winds up to 115 miles per hour. This is roughly equivalent to the gust of a hurricane. Unless we brace ourselves and lean into the wind, we could easily be blown off the flight deck."

During a typical *Valley Forge* helicopter assault operation, the LSEs stand in front of the aircraft and signal their launching instructions to the pilots. When the LSE raises his hand toward the sky, the helicopter lifts off the deck and

heads for shore to land troops and equipment.

The LSEs are busiest when the helicopters return to the ship. LSE David Barbee describes the action: "They land quickly, one after another. While I'm directing one down, another will be landing right behind me. I have to keep my eye out for other helicopters so they don't come down on me or catch me with a blade in the back."

The LSE in the most forward landing spot on the flight deck does not have the same closed-in feeling, but does have something else to think about. Directly in front of the LSE is the helo coming in to land, and directly behind him is a 56-foot drop straight down. If the pilot doesn't follow the LSE's signals quickly and exactly, both could end up in the water.

—Story and Photos by
Les Goldberg, JO3, USN.



Ease it down



Little right

Down and hold safe on deck.



NAVY'S



THE FIRST THING YOU NOTICE is the sparkle. The walls are clean. The tiled floors have an incredible shine, and you soon learn that the floor is a point of pride with the boys. They tell you it's a little dirty now, you should see it when it's clean.

You become the object of interest as you enter the recreation room. Boys look up from the pool table, heads turn away from the TV set to get a good look at you. A visitor. A rare thing.

You ask for a volunteer to show you around, and you get five. The tour of the dormitory is a slow, meticulous one. Your guide talks in gushes, as if his words had been dammed up for weeks waiting for someone to inundate. He tells you every detail. If you let him, he'll describe every tile in the floor.

Later, you play pool with some of the boys. You're pretty good, so everybody wants to play you. You beat everybody until a very large 15-year-old tires of watch-

ing you and comes over and wipes you out. You quit playing pool.

You talk. About football. About Vietnam. About the Navy. About nothing in particular. Soon it's 2100 and the boys line up to go to bed. You drive away, thinking about your visit. Several times during the evening a boy asked if you were coming back next week. You wonder.

BOYS VILLAGE of Maryland, a home for boys, is located at Cheltenham, Md., 15 miles southeast of Washington, D. C., where it shares a fence with Naval Communication Station, Washington.

Up to 340 boys from 13 to 15 live at Boys Village for an average of six months. A few are there because of trouble with the authorities, but the majority are there for constant truancy or, homeless, because they have no other place to go.

BIG BROTHERS

The boys who live at Boys Village and the Navymen stationed next door have a good thing going. Some of the sailors are "big brothers." Others are tutors. Still others drop in weekly just to visit.

Collectively, these activities are known as Program Buoy.

One of the first Boys Village residents to be linked with a Navy "big brother" was a 14-year-old whom we'll call Jerry.

Jerry's parents died when he was very young, and he lived with a succession of foster parents. Unfortunately, Jerry could not adjust to the foster home situation.

He ran away frequently, and finally ended up at Boys Village.

Jerry felt rejected. The staff at Boys Village noticed that he would not try anything that might be important to him, because he knew it would only lead to disappointment. He would not join any of the activities. He sat in a corner and did nothing. He was safe, there.

Several times, Jerry ran away from Boys Village. Each time, he was brought back within several hours. It wasn't hard to find him. He had no place to run to.

Then came Big Brothers and the assignment of a Navy big brother from the base next door.

THE NAVY BIG BROTHER decided the best way to get to know his little brother was to take him for a drive and just talk. The drive was going well until the Navyman's car broke down. He asked Jerry to wait in the car, that he was going to call for a tow truck. When he returned five minutes later, Jerry was gone. After a few days, he returned to Boys Village voluntarily.

The big brother was disappointed, but he kept coming to see Jerry. The two made a joke of the AWOL incident, and Jerry wagered a dollar it would never happen again. He won the bet.

Jerry and his Navy big brother became friends. They went to ball games together. They toured naval installations in the area together, and Jerry visited his big brother's home. He began to change.

He started taking part in the activities with his contemporaries at Boys Village. His confidence grew. By the time he was ready to leave Boys Village, he was a changed person. He accepted an invitation to live with his aunt and uncle, and from all reports he is doing fine.

The Navyman's interest paid off.

A PROGRAM ORIGINALLY called Project Buoy was started by Captain Daniel V. James, now retired, soon after he took over as Commanding Officer of NavCommSta Washington.

CAPT James made courtesy calls on the local officials. One was the Superintendent of Boys Village. His young residents, he said, were not criminal types. At least not yet. The future for many of them, however, was not bright. Statistics showed that 30 to 40 per cent of the boys would end up in prison.

Could the Navy help in some way, CAPT James wanted to know. Indeed they could.

In the following months, the young men from Boys Village attended various functions at the station. They watched personnel inspections when a Navy band or Marine drill team was there. Many came to the base picnic on Memorial Day, when several Navymen were "fathers" for the day.

Unfortunately, these activities had limited effect. Sure, the boys were getting away from their environment for the day, but changes in outlook or personality were minimal.

One day, representatives of Big Brothers of America visited the station. They had heard of the relationship between the boys and the Navymen across the fence.

They explained that maladjusted children come most often from homes in which there is no father or other





adult male. A "big brother" could often fill in the gap. How about Navy big brothers?

THUS, THE BIG BROTHERS PROGRAM became the cornerstone on which Project Buoy was to be built. Posters went up all over the station. The leading petty officers were contacted, and their support solicited. An organization began to take shape.

The CPOs formed a "council of chiefs" to develop interest for Big Brothers. They suggested the best leaders, the most outstanding men in their divisions, as potential big brothers.

Although quite a few became big brothers, others were reluctant as they would be leaving the area in a short while. What else could they do?

Mr. Robert Sauls, Superintendent at Boys Village, noted several other ways to lend a useful, but less personal, helping hand.

Some of his residents were slow learners, and could be tutored in the evenings in such subjects as math and English. Other Navymen could coach athletic teams. Some could visit the dormitories on a regular basis.

Thus the scope of the station's activities widened and the Big Brother keystone had served as a catalyst for Project Buoy.

THE IDEA OF THE NAME evolved from the thought of marking a channel with a buoy in dangerous waters or extending a life buoy to a boy who needs help. So successful was the project that the first part of the name has been changed from Project Buoy to Program Buoy in order to stress the permanence of the program within the command's concern for its neighbor, Boys Village.

Coordinator for Program Buoy is the base chaplain, LCDR D. B. Fitzsimmons, CHC, USN, who has the full support of the Naval Communication Station's commanding officer, Captain M. C. Hartle, USN.

At NavCommSta Washington, the history of Program Buoy is told in success stories. Nearly all of them, however, had difficult beginnings. A successful big brother, it seems, must have large amounts of patience and tenacity.

PETTY OFFICER THIRD CLASS John Cioni tells of his first meeting with his little brother.

The name did not fit.

Cioni is about five feet nine. His little brother, a 15-year-old, was approaching six feet two. Worse, he had been sent to Boys Village for constant fighting.

"This was the boy I was to take to ball games and for whom I was to set a manly example," says Cioni. "It kind of shook me up at first.

"I could see myself telling him one of his ideas was wrong, and ending up on the deck. But it never happened.

"It did take a while to make friends with him, though. When we first met, I couldn't get three words out of him. He sat stiffly in his chair and stared straight ahead, like he was a department store mannequin. Everything I said to him he answered 'Yes sir.'

"For the first few weeks, it was hard deciding where to go. Did he want to go bowling? 'Yes sir.' How about a movie? 'Yes sir.' Stop calling me 'Sir!' 'Yes sir.'

"Finally, after about six weeks, he loosened up. He began to suggest places he'd like to go, things he wanted to see. He began telling me about his life, about his problems.

"I knew I hadn't wasted those six weeks."

ONE OF THE MORE REWARDING parts of Program Buoy is the tutoring activity. Here, the success can be measured. A Navy tutor can watch his pupil's vocabulary grow, or see him solve a math problem.

Almour Grenon, an Electronics Technician 1st Class, is also a tutor one night a week, helping one of Boys Village's slow learners to grasp mathematics.

A veteran of two years in Vietnam, Grenon looks more like a lumberjack than an expert with transistors and solid circuitry. Tall, thick-shouldered, he uses his big hands constantly when he begins talking about tutoring.

"Patience is the big thing. I try not to get ahead of him. That's the trouble in the first place. His class is too far ahead for him to catch up, so he just quits trying."

Grenon and his wife Gladys are a tutoring team,



visiting Boys Village each week, he to teach math, she to teach speech and remedial reading.

"I've learned a lot myself," he says. "I learned math the old way, but these kids are learning the new math, so I had to do some book-cracking before I could teach it.

"I think there is an important by-product of the tutoring program. It's real easy to establish a personal relationship with a boy when you're teaching him something. Before each lesson, we always spend 15 minutes or so just talking. A lot more comes out like this than if I were to come to him cold and say 'Tell me all about your troubles'."

OTHER NAVYMEN do their part in Program Buoy by simply visiting Boys Village once a week. Norman Buist, a Royal Canadian Navy Petty Officer stationed at NavCommSta Washington, is active in this part of the program.

For nearly a year, he and U. S. Navy Seaman Pat Griffin have made weekly trips to Boys Village, just to pay a visit. As Buist describes it, "There's no set routine for any one visit. One night we might play pool with the guys, another time we'll just talk. They talk a lot about the Vietnam situation."

"This all depends," interjects Griffin, "on how responsive they are on that particular evening. Occasionally, nobody will even talk to us. But that doesn't happen very often, and it's usually because they had an especially bad day."

"Mostly, what we try to give them is male companionship for that evening," says Buist. "They do have men around all the time—the teachers, the staff, and the live-in cottage counselors—but they represent not just a man, but 'The Man'. The main thing is that we are there, if they want to talk about a problem, or just shoot the bull. And they usually do."

DOES PROGRAM BUOY work? Mr. Sauls has observed definite personality changes in many boys, particularly those that have a big brother.

"You don't have to be an amateur psychologist," says Mr. Sauls. "Often, all that is needed is friendship. Many times, just calling on the boys once in a while



and shooting the breeze reassures them that somebody cares."

Mr. Sauls felt strongly enough about Program Buoy to get Buist an extension at NavCommSta Washington. In a letter to the Canadian Military Attache, Mr. Sauls told what a tremendous job Buist had done. In addition to his weekly visits, Buist had shown the boys films about Canada, and taken 35 of them on a tour of Andrews Air Force Base. Was there any way that Buist could remain in the area a little longer? Mr. Sauls' letter is dated 7 June 1967. Petty Officer Buist still visits Boys Village weekly.

What can such a program mean for a command?

The present commanding officer of NAVCOMMSTA-WASH observes that Program Buoy is as much a benefit to those participating station personnel as it is to the boys of Boys Village. He sees the program not only as a permanent activity of the station, but also as an opportunity for the enhancement of human values for all concerned.

According to just about everybody concerned with Program Buoy, similar programs could develop at other Navy installations across the country.

(The national headquarters of the Big Brothers of America is located at 341 Suburban Station Bldg., Philadelphia, Pa. 19103.)

There are many other organizations which could be contacted with an offer of Navy help. Orphanages, boys clubs, YMCAs, and many social fraternities would be only too happy to get a Navy offer of assistance.

Whenever one of our ships goes on an extended cruise, the crew usually finds an orphanage to paint or a school to rebuild. But we have tremendous problems here at home, especially with our youth. Navymen could find many good ways to use their free time.

Final judgment of Program Buoy's success must, of course, come from the boys to whom it is directed.

In one of his last letters to his Navy big brother, Jerry writes: "... Things are looking good to me now, and all the credit should go to you. You made me wake up and see what was ahead for me. Thanks."

—Jim Teague, J01, USN.



Three Destroyer Veterans Chalk Up

MATCHLESS

BY THE TIME ships pass the quarter century mark, you might say they are in the twilight years.

You'd never know it, however, judging from the performances of destroyers *USS Nicholas* (DD 449), *O'Bannon* (DD 450) and *Fletcher* (DD 445). All three ships will complete their 26th year of duty this June. Nevertheless, they have been actively engaged in the Vietnam hostilities and appear far from ready for any graveyard.

The records indicate they are among the oldest destroyers in the Navy today.

Nicholas and *Fletcher* were fortunate to be together for the celebration of their silver anniversary in their home port, Pearl Harbor, at midsummer. *O'Bannon*, meanwhile, was assigned to the Seventh Fleet off South Vietnam's coastline and did her celebrating to the sound of offshore bombardment.

In Hawaii, there was the traditional fanfare, including congratulatory messages from prominent military and civilian personalities.

On the lighter side of the festivities was a 300-yard rubber raft race between seven-man teams from each ship. The *Nicholas* crew was victorious.

Togetherness, rather than competitiveness, however, has been the link among the three destroyers since they were commissioned: *Nicholas* began flying her pennant on 4 Jun 1942; *O'Bannon* raised hers on 26 June, and *Fletcher* hoisted her flag four days later.

Besides the age factor, there's another reason these ships hold close ties. *Fletcher* gave her name to the 2100-ton World War II destroyer class of which *Nicholas* was the first of 177 to be commissioned. In addition, they all served in campaigns which destroyed Japanese supremacy in the South Pacific.

For a closer look at the achievements of these three veteran DDs, here are outlines of their careers:

USS *Nicholas* (DD 449)

Nicholas is the second destroyer to bear the name of Samuel Nicholas, first commissioned Marine officer (28 Nov 1775).

She began her career in the Tonga

Islands of the South Pacific, arriving there about three months after she was commissioned. Her first contact with the enemy resulted in her rescuing a Marine aviator downed during a dogfight over Guadalcanal. At the time *Nicholas* was part of the small screening support force protecting shipping movements to the island airstrip, Henderson Field, which was constantly under attack by Japanese field artillery and aerial bombardment.

The destroyer spent her first year primarily in the South Pacific and played a major role in the capture of Guadalcanal, the initial stepping-stone to Tokyo and victory.

In July 1943, *Nicholas* earned a Presidential Unit Citation for rescuing (along with *O'Bannon*) over 700 crewmen of the cruiser *Helena* (CL 50) sunk at the battle of Kula Gulf.

This also earned *Nicholas* a state-side Christmas leave, after which she returned to the war and almost immediately sank her first Japanese submarine. Nine months later she scored a second sub kill and then joined the task group protecting the Philippines.

At one time she and *Fletcher*, operating with the same group, were attacked by a large number of Japanese suicide planes, 12 of which were shot down.

Nicholas went on to support various landings on Luzon and then directed gunfire in support of the landing force on Corregidor, followed by the invasion and occupation of Okinawa in June 1945.

As the war drew to an end, *Nicholas* accompanied the carrier striking force which attacked the Japanese mainland. But, perhaps her finest hour came on 2 Sep 1945 when she took on board 87 Allied and U. S. naval representatives in Yokohama for transfer to the battleship *Missouri* in Tokyo Bay for the formal Japanese surrender ceremony.

Nicholas assisted in the liberation of Allied POWs then returned to the U. S. to be inactivated on 1 Nov 1945. Seven months later she was decommissioned.

In February 1951, DD 449 was recalled to active service and dispatched to waters off Korea. There

Nicholas served as a screen for carrier operations, conducted ASW operations and patrolled the Formosa Strait. This she did on three separate tours between June 1951 and May 1953.

After hostilities ceased in Korea, *Nicholas* took part in the 1954 series of atomic tests in the Marshall Islands.

Until the U. S. involvement in Vietnam, DD 449 served primarily as a unit of hunter-killer task forces operating throughout the Pacific and Far East. That role has now been extended to shore bombardment and SAR patrols along the Gulf of Tonkin.

USS *Fletcher* (DD 445)

Fletcher, named for Admiral Frank Friday Fletcher, hero of the landing at Vera Cruz, Mexico, also wasted no time entering the war.

In November 1942, near Savo Island in the South Pacific, she shot down six enemy aircraft in two days, and aided in sinking a Japanese cruiser. *Fletcher* also helped to sink the Japanese submarine *RO 102* off Guadalcanal about the time the island was secured by U. S. forces.

In the ensuing move northward, *Fletcher* was undamaged during three years of action which included the Gilbert and Marshall islands campaigns.

Her luck ran out, however, in 1945. A 6-inch enemy shell, fired from a hidden shore battery on Corregidor, ripped through *Fletcher's* main deck. It killed eight men, put both her forward guns out of commission and started a blaze in a gun magazine. Firefighting efforts by the crew kept her from being damaged further, and within a matter of days the destroyer was back on the battle line.

Fletcher remained in the Philippines until May 1945 when she returned to the U. S. She was placed out of commission in January 1947, but two and a half years later was recommissioned.

She joined an ASW unit in the Far East and was in Hong Kong with the carrier *Valley Forge* (CV 45) at the outbreak of the Korean conflict. In addition to serving as a screen for carriers during air strikes

RECORDS

against the North, *Fletcher* participated in the invasion of Inchon, fired shore bombardment, conducted ASW operations and patrolled the Taiwan Strait.

By the end of the conflict, she had earned five battle-stars to add to the 15 she earned during WW II.

Like *Nicholas*, *Fletcher* also was at the 1954 atomic test site in the Pacific. Since then her activities have consisted of periodic tours in the Far East, including recent operations off Vietnam.

USS O'Bannon (DD 450)

Named after the Marine lieutenant Presley N. O'Bannon who led a landing party that stormed a fortress at Tripoli, DD 450 entered World War II with a 350-man crew, three-fourths of whom had no previous sea duty. Both ship and crew, however, were to acquire combat experience quickly. Enough for *O'Bannon* to accumulate 20 battle stars.

Proceeding to the Solomon Islands, *O'Bannon* initially served as a convoy screen, but she also patrolled for submarines and shelled enemy shore installations.

During the fall of 1942, she was part of the defense force bent on destroying the Japanese "Tokyo Express"—reinforcement ships bound for Guadalcanal.

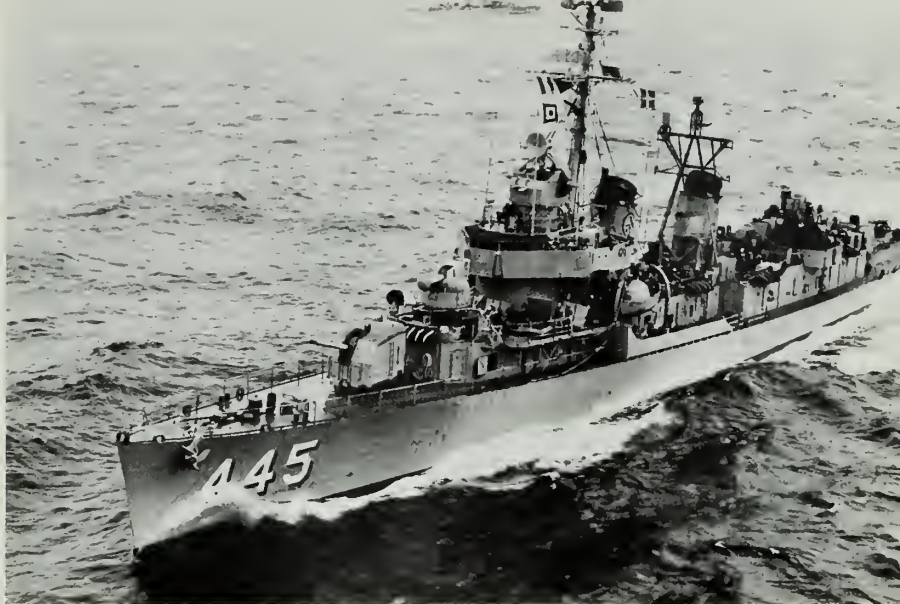
On the night of 12-13 Nov 1942, she took part in the wild melee to be known as the battle of Guadalcanal, in which she was credited with helping to sink the battleship *Hiei* and with attacking a cruiser.

She herself was only slightly damaged by underwater explosions and a fragment of an eight-inch shell.

Remaining in the Solomons into 1943, *O'Bannon* bombarded an enemy airfield on New Georgia Island and later brought down two planes. She continued her surface strikes against enemy shipping and, in addition, was credited with a probable kill of an enemy submarine.

While on convoy duty in June, *O'Bannon* fought against an air attack that sank two U. S. cargo ships, *uss Aludra* (AK 72) and *Deimos* (AK 78).

Gunsmoke had hardly cleared by 5 July when *O'Bannon*, together with *Nicholas*, the destroyer *Strong*



USS Fletcher (DD 445) and USS O'Bannon (DD 450)



USS Nicholas (DD 449)



(DD 467) and the cruisers *Helena* (CL 50), *Honolulu* (CL 48) and *St Louis* (CL 49) intercepted an Express convoy, with the battle of Kula Gulf as the result.

Enemy losses were great, but *Helena* and *Strong* were sunk. Under fierce enemy fire, *O'Bannon* and *Nicholas* picked up survivors.

Two weeks later, *O'Bannon* again ran into the Express and was credited with sinking an enemy destroyer.

By midsummer, she and three other DDs had sunk two more enemy destroyers and numerous barges headed for Japanese garrisons in the LaVella-Kolmbangara areas.

In October, *O'Bannon* in company with *uss Chevalier* (DD 451) and

Selfridge (DD 357) intercepted a large enemy force and succeeded in sinking a *Yubari*-class cruiser. During the fight, *Chevalier*, while sinking, rammed *O'Bannon*. Nevertheless, *O'Bannon* stood by and rescued survivors.

For this, and preceding actions, *O'Bannon* was awarded the PUC.

In 1944, she supported landings in New Guinea, the Morotai Islands, and Mindoro.

In the spring and summer of 1945, she accompanied U. S. carriers on strikes against the Sakishima Gunto at the southern tip of the Ryukus and the Northern Honshu and southern Hokkaido area of the Japanese home islands.

O'Bannon was still on station

when the Japanese surrender was announced. In company with the destroyers *Nicholas* and *Taylor* (DD 468), she formed the escort for the battleship *Missouri* as she steamed into Tokyo Bay.

After five years in the Pacific Reserve Fleet *O'Bannon*, as DDE 450, joined TF 77 in the Sea of Japan for air and sea operations against the Korean peninsula.

She provided shore bombardments against enemy gun emplacements, road and railway supply routes and troop concentrations.

Since the outbreak of hostilities in Vietnam, *O'Bannon* has been assigned to gunfire support and sea-air rescue missions during three tours in the South China Sea.

'Mike Eight' Gets an Aluminum Hull

THE NAVY has launched a program to construct the hulls of the mechanized landing craft (LCM) of lightweight aluminum in lieu of steel. These craft transport Marines and material from the assault anchorage to the beach during amphibious operations.

The Navy assigned the task of testing the new high-strength aluminum LCM (8), commonly referred to as "Mike 8," to Assault Craft Unit Two (ACU 2) located at the Naval Amphibious Base, Little Creek, Va.

ACU 2 obtained the first operational aluminum LCM (8) in the Navy last July. For the next six months, personnel from ACU 2 tested and evaluated the craft and submitted reports to the Naval Ships Systems Command headquarters. In those reports the unit recommended many changes to the prototype.

While ACU 2 was conducting these tests, the Navy simultaneously issued contracts for construction of the aluminum landing craft. Thirty-five aluminum LCMs have already

been delivered and another 70 will be built during the next three years. The Navy is incorporating most of the ACU 2 recommendations in craft built subsequently to the prototype.

During the tests, the lightweight LCM created problems for the ACU 2 examiners. Boatswain's Mate First Class Rowland Woodard, the coxswain, soon discovered that the lightweight aluminum hull resulted in the bow of the craft rising too high when the craft was in an unloaded condition, thereby hampering clear vision over the ramp and forward of the bow.

After several experiments, ACU 2 solved the bow lift problem with a transom wedge fitted under the stern of the boat. The flow of water under the stern strikes the wedge and forces the stern upward, thus neutralizing the bow lift and permitting clear visibility over the ramp door.

The aluminum LCM (8) measures 71 feet long and 21 feet wide. It is about one-third lighter than its steel-hulled counterparts. The aluminum LCM weighs 45 tons and can transport a load in excess of 65 tons, significantly more than its own weight.

The primary advantage of the aluminum LCM is its light weight. Aluminum LCMs are light enough to be deck loaded by the new Attack Cargo Ships (AKA) being constructed.

It is expected the aluminum LCM (8) will become fully operational sometime in the near future.



Pathfinder of the Sea

WHEN WAGON TRAINS rattled westward over the American prairies, scouts rode ahead plotting a route through the uncharted territory. Although wagon trains have long since rumbled into history, uncharted territory is still with us and much of it is under water. That's where *uss Towhee* (AGS 28) enters the picture.

Towhee is also a scout but, instead of prairies, she surveys the unknown areas of the ocean, recording her explorations on charts and maps to facilitate navigation.

She is one of the Navy's five hydrographic survey vessels and has been operating in the Western Pacific where her crew of seven officers and 97 enlisted men have plenty of opportunity to use their surveying knowledge and skill.

Towhee began life as a Fleet minesweeper and has seen service in both the Atlantic and the Pacific since her commissioning in 1945. She was converted to her present use in April 1964 and began her first survey mission in the western Atlantic the following August.

Towhee's longest survey took place in 1965 when she was away from her home port at Norfolk for almost three months, working a total of 6800 survey miles in the western Atlantic.

On 19 Jul 1966, *Towhee* returned to the Pacific after an absence of about 20 years. She is now homeported at Pearl Harbor and enjoys the company of her sister ships *uss Tanner* (AGS 15) and *uss Sheldrake* (AGS 19).

Like the scouts of the American frontier, *Towhee* and her sisters scout the frontiers of the sea and take pride in the motto: "The Fleet goes where the survey ships have been." —H. P. Buscher, SN, USN.

SURVEYING SKIPPER—LCDR G. Stewart, Jr., commands *Towhee* which produces aids to navigation. Below: Calibration buoys used to check equipment.



HYDROGRAPHIC SHIP—*Towhee* surveys the ocean's depths and boundaries.



A PROUD SHIP REJOINS

THE PROUD BATTLESHIP USS *New Jersey* (BB 62) has rejoined the Fleet, after 10 years of repose—and readiness—in mothballs.

Last year, acting on Navy recommendations, then Secretary of Defense Robert S. McNamara approved the reactivation of the Navy's most modern battlewagon.

The big ship was towed from her mothballed position last summer and put into drydock at Philadelphia Naval Shipyard. Over 2000 men

began working in three shifts to rehabilitate the ship and get her ready for sea. There was much to do.

Sheet metal protective coverings had to be stripped from the gun mounts. Plastic cocoons which kept out moisture during the ship's long period of inaction were removed.

Dehumidifying equipment was taken out. Grease and other preservatives had to be wiped off thousands of surfaces.

Although *New Jersey* has been a part of the Navy for 25 years since her commissioning, she is not tired, worn out. Each time, when her job was done, she was mothballed until needed again. In all, she has been a commissioned ship for a total of only 10 years.

Thus, when *New Jersey* was opened up by the shipyard workers, she was found to be in remarkably good shape. Her bulkheads and decks were well preserved, and her machinery was in good running order.

UNDERWAY AGAIN—USS *New Jersey* (BB 62) was reactivated after almost 11 years in mothballs. She was overhauled at Philadelphia shipyard.

WORKMEN BEGAN getting her ready for sea. They sandblasted her hull and gave it a new paint job. They replaced her four screws. Electrical wiring—some 230 miles of it—was replaced.

New Jersey received new gunfire control computers and target designation systems. She received new navigational radar. New communications systems were installed to bring the battleship up to today's Fleet standards.

Vertical replenishment by helicopter is an important part of modern-day resupply methods, so *New Jersey's* fantail was covered with a helicopter landing area. Necessary helo refueling and tie-down facilities were also installed. The battleship will not carry her own helo, of course, but will now be capable of receiving copters from other ships.

Some 76 air-conditioners were brought aboard and placed in all living and messing areas.

New asphalt tiling was laid in all berthing spaces, passageways, and mess decks. Living compartments and offices received fluorescent lighting.

Four-man tables replaced the old-style long tables in the mess deck areas. Each bunk in the berthing compartments received a three-inch foam mattress, plus an individual reading lamp.

While *New Jersey* was being readied to join the Fleet, her new crew was being prepared to become the new breed of battleship sailors.

AS THE SHIPYARD work was in progress, a nucleus crew of about



THE FLEET

300 men were aboard the ship with the Commanding Officer, Captain J. Edward Snyder, USN. This nucleus, consisting of department heads and key petty officers, assisted in outfitting the ship and testing the machinery and equipment.

Their job was to become familiar with details of the ship and her equipment so they could serve as on-the-job instructors to the balance of the crew when it reported.

The majority of *New Jersey's* 1470-man crew had been training at San Diego's Pacific Fleet Training Command.

The new executive officer, Commander J. S. Elfelt, USN, plus his assistant, department heads and division officers, organized the main portion of the crew according to administrative guidelines provided by Commander, Cruiser Destroyer Force Pacific. COMCRUDESPAC is the type command to which the battleship will be assigned. The balance of the crew reported aboard the ship in Philadelphia in mid-March.

When the announcement was made that the battleship *New Jersey* would be recommissioned, the Bureau of Naval Personnel was quickly flooded with letters and telephone calls requesting duty on board the behemoth. Many were old battleship sailors who wanted to get back into their battlewagon traces. In fact, there are about 40 former crewmembers aboard *New Jersey*.

Most of the new battleship sailors speak of intangible things like pride when they give their reasons for putting in for *New Jersey*. One young officer tells of wanting to serve in the BB Navy since he was knee high. Now he has his chance.

A YOUNG PETTY OFFICER thinks ahead to the stories he can tell his grandchildren about battleship duty. In a few years, he says, there won't be many who can tell such sea stories.

One chief had put in his Fleet Reserve papers and was ready to go out on 20. When he heard about the decision to reactivate the battleship, he promptly pulled his papers



COMPLETING SEA TRIALS—Anchor detail stands by on forecastle as *New Jersey* steams into Delaware Bay after completing her reactivation sea trials.

and requested duty aboard *New Jersey*.

Another CPO, who has served in many different kinds of ships in a 20-year career, says he has "always dreamed of battlewagon duty."

New Jersey was recommissioned on 6 Apr 1968. During the commissioning ceremony, Secretary of the Navy Paul R. Ignatius was principal speaker. Other dignitaries included the governor of New Jersey, the Honorable Richard J. Hughes; Admiral Thomas H. Moorer, Chief of Naval Operations; and General Leonard C. Chapman, Commandant of the Marine Corps.

New Jersey has now made her way down the Delaware River into the Atlantic to prepare for duty with the Pacific Fleet. She is having her fitting out completed, after which she will undergo shakedown training, and shortly thereafter will transit the Panama Canal to report to COMCRUDESPAC.

Long Beach, Calif., will be *New Jersey's* home port when she joins the Pacific Fleet. Long Beach, which was also home port for battleships

during World War II and the Korean conflict, was chosen primarily because of its deep harbor, which will enable the big ship to tie up at a pier.

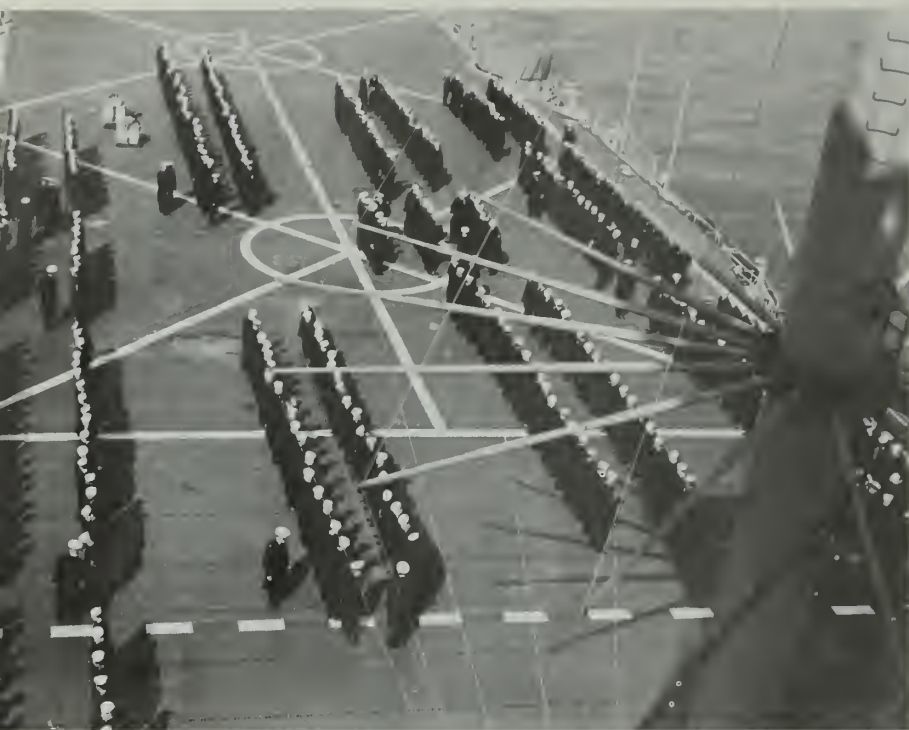
There is also adequate housing in Long Beach for the crew's dependents. The Philadelphia Naval Shipyard, where the ship was reactivated, will remain her home yard.

For those newcomers to the Navy who have only heard long and loving stories about battleships told by old salts on the fantail, here are some pertinent facts about this BB which should bring you up to date.

New Jersey is almost 888 feet long, and about 108 feet wide. She displaces 45,000 tons standard, and she is capable of speeds up to 33 knots. Her main armament is her nine 16-inchers in three turrets, two forward of the superstructure, the other aft. She also carries 20 5-inch/38-caliber guns.

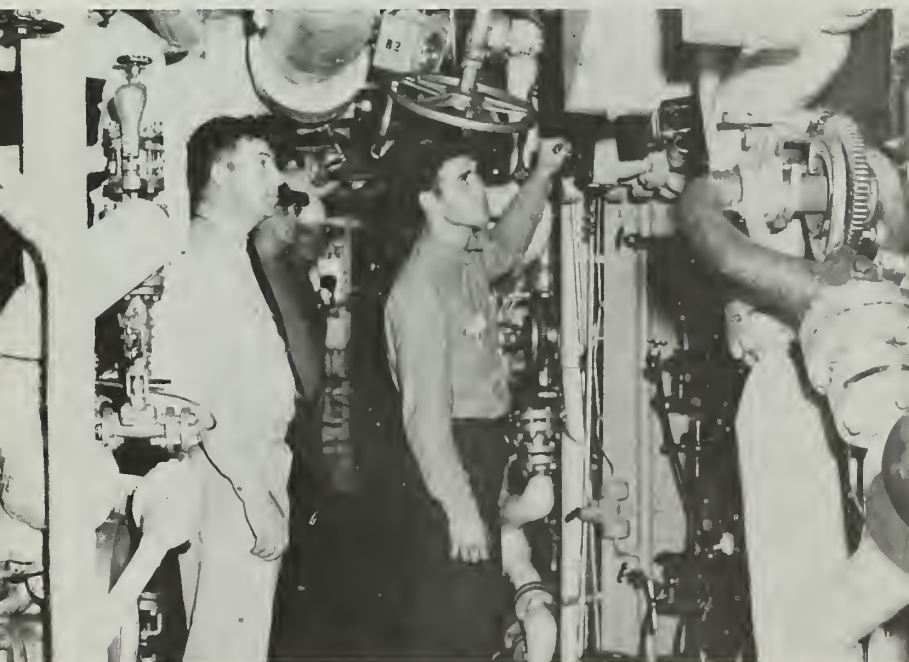
She is not only heavily armed, but also heavily armored. Her armor is 17 inches thick in places, and she has a belt of armor about 12 inches thick going completely around her middle.

—Jim Teague, JO1, USN



AWARDS GALORE—Crewmembers of USS Wright (CC 2) stand formation during awards ceremony that saw some 150 'Wright-guys' receive citations.

WRIGHT ON FULL POWER



"ALL ENGINES AHEAD flank, indicate 325 rpm's." The orders came from the Officer of the Deck on the bridge of the command ship USS Wright (CC 2) to Main Engine Control.

Tension was in the air. Excitement filled the ship as this 700-foot floating island of steel, displacing 20,000 tons and housing 1100 men, knifed through the waters of the Atlantic.

The time for the grueling annual four-hour full power trial for Wright was at hand. Another test was ahead for the "Wright-Guys" on the "Wright-ship," as qualified observers stood by to grade the performance of her main propulsion plant and the degree of readiness of her operating personnel and equipment.

At stake was the Flotilla "E." On the line were Wright's engineers and shiphandlers. A real team effort would be required for the boilers to provide the steam, the engines to utilize it properly and efficiently, and the shiphandlers to maintain a true course. The events during the period 0700 to 1600 on this particular day in 1968 would decide the issue.

The crew was prepared. By 0700 the engineering plant had been checked out and was in peak condition to begin the test. For normal steaming, two of Wright's four big oil-fired boilers would be sufficient to provide steam for the four steam-driven turbine engines. For this test all boilers had to be put on the line.

The boilermen in the fire rooms cut in the burners to light off boilers one and three. Now all four boilers were on the line. At 0850 the ship's speed was increased to 20 knots, and the gradual buildup to 32 knots began. To attain full power each boiler had to maintain steam at 615 psi (pounds per square inch) and 850 degrees of superheat throughout the run. The engineers worked at high pitch in all four fire rooms and both engine rooms.

The ship picked up the tempo as the shafts began to turn over at a faster rate exerting all 120,000 horsepower, and she began to shudder and vibrate from stem to stern.

Twenty-five knots, then 27 knots, then 30 knots and finally 32 knots, ordered by the Officer of the Deck. The throttlemans on each engine turned the throttle wide open. The engines answered the orders, first 245 rpm's, then 265 rpm's then 296 rpm's and finally the required 325 rpm's.

The ship was cutting a path through the ocean at 32 knots. On the bridge everyone was tense. The Officer of the Deck stood ready; the phone talkers were alert. The helmsman gripped the wheel as the ship pitched and rolled. It was his function to maintain the ship's course using no more than three degrees rudder.

Each engineer on station in the engine rooms, fire rooms and other engineering spaces was waiting for the big test.

The period of preparation was over.

Could they achieve 76,560 revolutions on number 1 shaft, 78,000 revolutions on number 2 shaft, 78,000 revolutions on number 3 shaft and 76,560 revolutions on number 4 shaft during the four-hour period?

It was not a question of whether they could—they had to.

If they were short on any of the four shafts, the whole trial would be unsatisfactory—no matter what else they accomplished.

Could they keep the fuel consumption under 775 gallons per hour for the four-hour period?

Could they observe all safety precautions and good engineering practices for the next four hours under such grueling conditions? They must if they were to obtain full credit for these requirements.

At noon came the order "commence full power trial at maximum speed." The battle was beginning.

This meant the OOD had to maintain a careful vigil; the helmsman had to steer a true course; the engineers had to be on their toes, looking for plant malfunctions; the men in the boiler rooms and engineering departments had to insure that all safety precautions were adhered to and that gauge pressures, thermometer temperature and main engine vacuum were maintained.

At 1559 came the order, "One minute standby to complete full power trial." The engineering officer anxiously checked the rpm counter on numbers 1 and 4 engines. He realized that their total count would be very close to the trial requirement.

Then came the order, "15 seconds . . . 10 seconds . . . 5, 4, 3, 2, 1, Mark! Complete full power trial."

The crew came through. The test was completed. Now came the most trying part of all—waiting for the re-



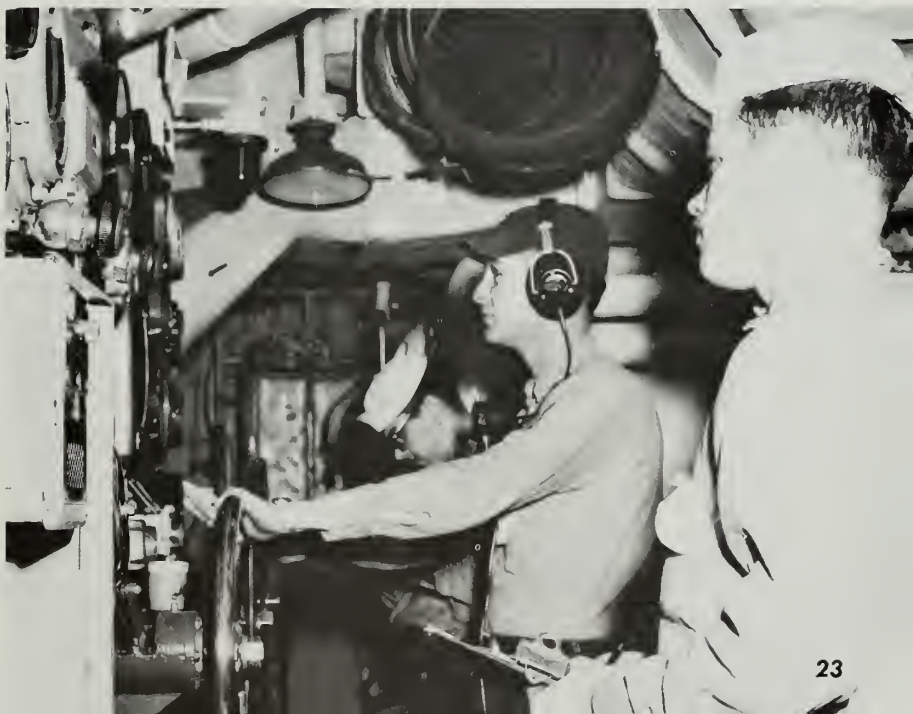
sults. Had the required number of revolutions been met? Had the other requirements been met?

The first answer came quickly. All shafts had satisfied the required number of revolutions. Engines 1 and 4 had finished just 12 and 20 revolutions, respectively, over the required 76,560 revolutions. The other two engines were well over the required number.

Oil consumption was well under the limit. The feed water was "on the money," and all the other requirements were met. Wright had successfully completed her full power run.

The results of this trial are a tribute to the whole Wright crew for their maintenance, upkeep and operation of the ship. They proved again that Wright is ready.

ALL AHEAD FLANK—Engineering crewmen stand ready during USS Wright full-power run. Above: The result can be seen in the churned up seas.



CHRISTENING A NAVY SHIP:

EVER NOTICE how many people have "Jr." after their names? There are two probable reasons for this preponderance of named-after people:

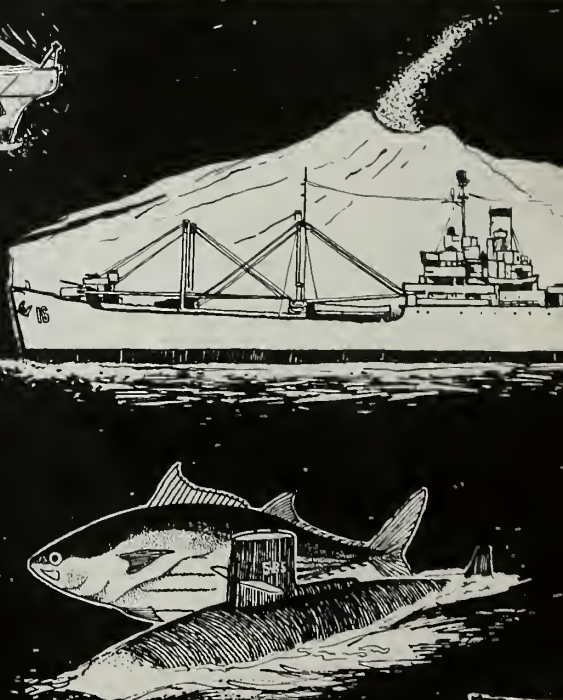
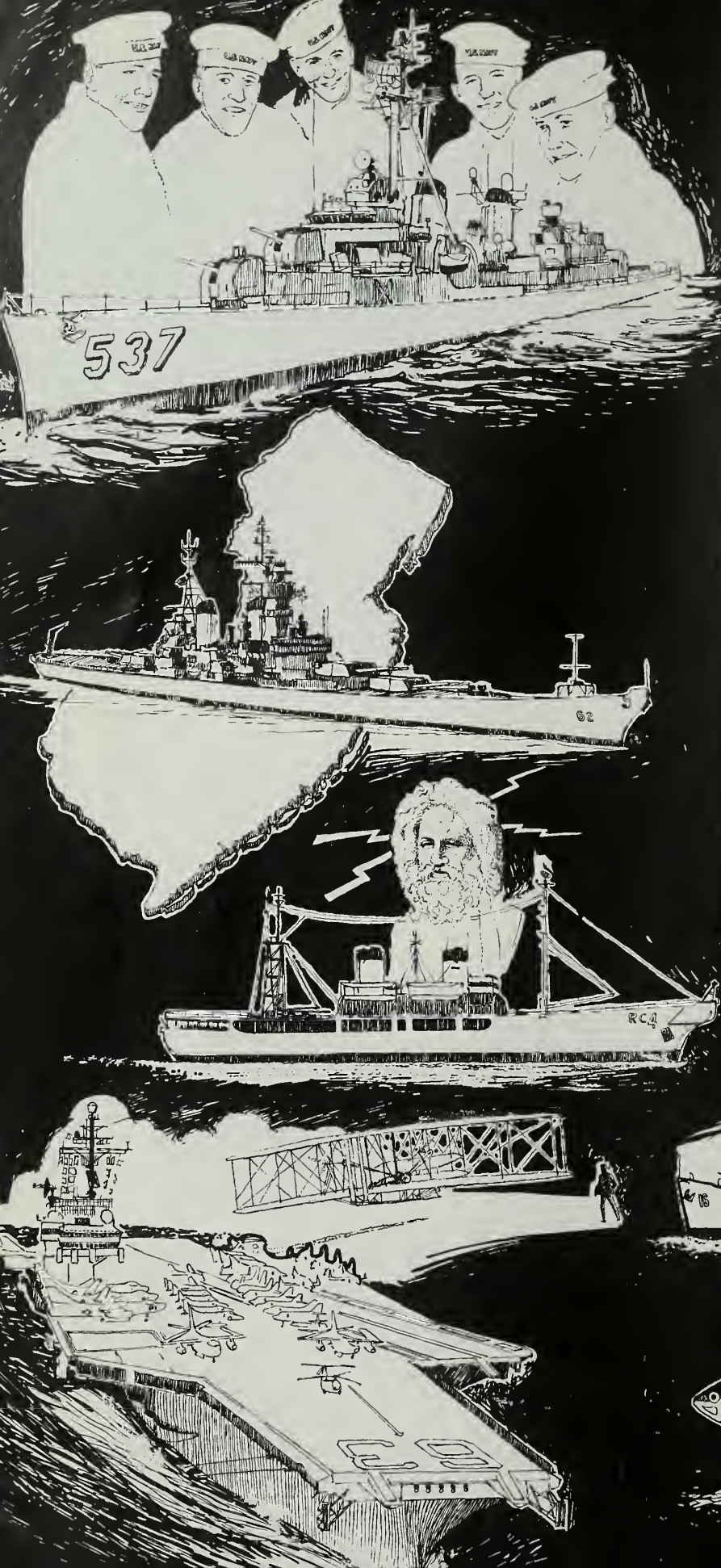
First, the obvious one of family tradition, and the natural desire to see the family name and its traditions perpetuated.

Another possibility, however, and one which is certainly credible, is that Mom and Dad never did finally decide on a definite name. Then, when the nurse asks for the newborn's name ("We need it for the records, Sir"), Dad stammers his own name—assuming he can remember it—and adds "Junior."

The people charged with recommending U. S. Navy ships' names have no such easy way out. There are various rules to follow—and the selection of a name which a ship will carry makes an interesting story.

First of all, the following account should be recognized as a general guide in selecting ships' names. While there are rules, the final selection may be, and sometimes is, determined by criteria which are aimed at enhancing the tradition of the greatest Navy in history.

Each type of U. S. Navy ship has



What's In a Name?

its own category from which names for new vessels are generally drawn. Certain types, for example, honor the names of heroic ships of the past; others perpetuate the names of famous naval battles; and still others honor heroes of the Navy, Marines and Coast Guard.

Deviations from traditional categories, as stated above, do occur. In any case, the selection of a name calls for careful preparation, and must be approved by the Secretary of the Navy, since he, by law, has the responsibility for assigning names to U. S. Navy ships. (Incidentally, only one class of ship—the battleship—is specifically named in accordance with law.)

SECNAV'S AUTHORITY for naming vessels comes from an act of Congress passed on 3 Mar 1819. The act provided that "All ships of the Navy of the United States, now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule—to wit: Those of the first class shall be called after the states of the Union, those of the sec-

ond class after the rivers, and those of the third class after the principal cities and towns, taking care that no two vessels in the Navy shall bear the same name."

As the roster of naval ships increased, revisions of the original plan were made. On 12 Jun 1858, the following law was passed:

"... be it further enacted that all of the steamships of the Navy now building, or hereafter to be built, shall be named according to the following rules, namely, all those of 40 guns or more shall be considered of the first class, and shall be called after the states of the Union; those of 20 and under 40 guns shall be considered as of the second class, and be called after the rivers and principal towns or cities; and all those of less than 20 guns shall be of the third class, and named by the Secretary of the Navy as the President may direct, care being taken that no two vessels in the Navy shall bear the same name."

Today, the process of selecting an appropriate ship's name involves research and recommendation by the Naval History Division in the Office of the Chief of Naval Operations.

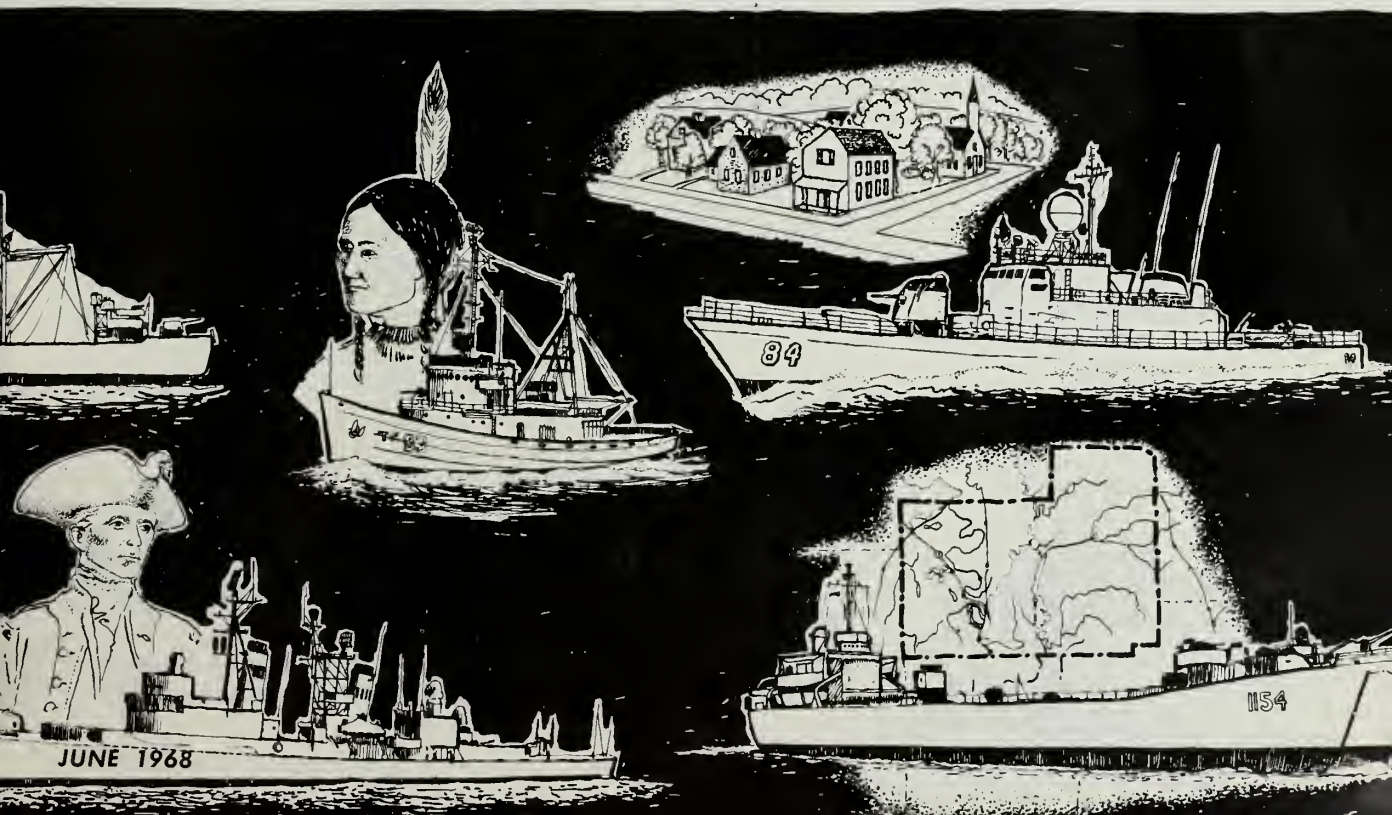
The recommendation is presented to CNO for approval, then to SecNav, whereupon, if approved, the new name is assigned to the ship.

If a new ship is to be of a classification already on the Navy List, the source from which her name is to be selected is a matter of existing policy.

WHENEVER the Navy gets a new type of ship, as was the case when the *Polaris* submarines joined the Fleet, the Navy settles on a new category from which names can be selected. For instance, the 41 Fleet ballistic missile submarines bear the names of "distinguished Americans and others whose lives have paralleled and contributed to the growth of democracy."

To keep pace with the Navy's changing Fleet, many revisions in policy have been made since the Act of 1858. "First class" ships, now considered battleships, still are named for states. Moreover, these vessels "shall not be named for any city, place or person until the names of the states have been exhausted."

The single departure from the established battleship-naming policy



USS ENTERPRISE 1775 - 1968



1775-1777
Sloop of the Revolution

occurred in the naming of *uss Kearsarge* (BB 5), and that followed an act of Congress.

During the Civil War, the career of the sloop *Kearsarge* had been so outstanding that later, when it came time to name one of the early battleships, Secretary of the Navy Hilary A. Herbert urged President Cleveland to allow the battleship to be designated *Kearsarge*. In March 1895, an act of Congress authorized the construction of two battleships, and the act included the special clause that "one of said battleships shall be named *Kearsarge*."

This is one example of departure from normal ship-naming policy. The reasons for the deviations vary. For instance, the Navy on occasion retains the original name of an acquired vessel, providing the name is considered generally appropriate. Typical of this was *uss Corsair*, a former yacht converted into a World War I patrol and convoy escort.

It was once suggested that a ship be named for Mom Chung, a Chinese-American plastic surgeon. She was called "Mom" by many World War II American flyers and submariners—over 2000 of them, in fact—who all belonged to a sort of club, and became her adopted "sons." They visited her whenever they got the chance, and she provided counsel and friendship to them all. Tiny jade Buddhas given to each of them by Mom Chung identified them to one another.

Admiral Arleigh Burke, who was CNO when the suggestion for a ship named for Mom Chung was put forward, and who had known Mom Chung himself, turned down the suggestion on the grounds that it swerved too far from Navy tradition.

In his memorandum turning down the proposal, Admiral Burke noted that Mom Chung was "... a great woman, probably one of the greatest and one of the kindest that I'll ever know." Yet, he could not go along with naming a ship after her, on the basis that it would break the rules and traditions, and there was no ship-naming category into which Mom Chung would fit.

FOR THIS REASON, and sometimes in compliance with a request by a former owner, the Navy has retained the names of many merchant marine vessels which had been named by the Maritime Commission before they were acquired by the Navy. Likewise, several ships acquired from the Army still retain their original names.

Furthermore, when a ship (already named) has her classification changed, the general rule is that she retains her original name despite the redesignation.

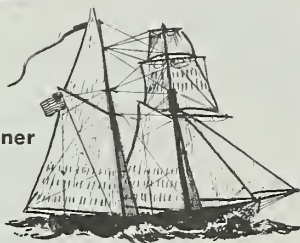
There have been other deviations from the naming rules, of course, as you will see below. But, on the whole, the tradition of keeping to the proper categories when naming new ships is honored.

The following points up the role of tradition in selecting a name.

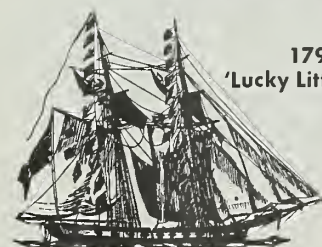
OFTEN these traditional categories save a lot of time and explanation when the selection committee in the Naval History Division recommends one name and turns down other suggestions for a ship's name. As you might expect, that office is the clearing house for all suggested names which are constantly sent to the various government offices in Washington.

Perhaps the most often suggested names for new ships come from towns and cities all over the country. The Navy, of course, is flattered that a town or city should want to identify with a Navy vessel, but obviously

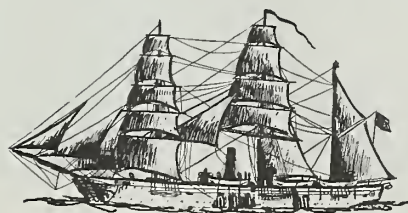
1777
Armed Schooner



1799-1823
'Lucky Little Enterprise'



1831-1844
Ten-Gun Schooner



1877-1909
Steam Corvette

1938-1956
CV 6, The 'Big E' of WW II



Today
USS Enterprise (CVAN 65),
Nuclear Powered Carrier

1916-1919
World War I Patrol Vessel



FBM SUBMARINES from George Washington to George C. Marshall



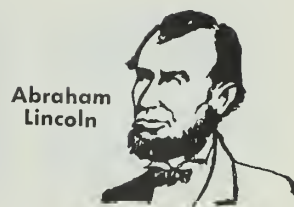
George Washington



Daniel Boone



Patrick Henry



Abraham Lincoln



there are many more cities than there are new ships to name after them. Current policy is, if otherwise appropriate, to name new ships after cities whose names also agree with categories on the list.

To reiterate, there are more names being suggested than there are sterns to paint them on. It was not always such a happy state of affairs for the office with the job of providing names for new ships. During World War II, for instance, ships were being built at a tremendous rate. This sometimes made for a sticky situation for those who had to come up with the names and make them slide nicely into the established categories.

Captain William F. Calkins, USNR, wrote of the wartime name-calling difficulties in the July 1958 issue of the *Naval Institute Proceedings*.

He told of the trouble the Navy had coming up with names like *Clamp*, and *Swivel*, for 50 salvage vessels, and the difficulty of finding several hundred words like *Shelter* or *Caution* for the minesweepers.

Perhaps the ships with the hardest names to come up with were the submarines. In recollecting the difficulties in finding names of fish, or "denizens of the deep," he noted that "there are nowhere nearly as many fish as you may think there are. More particularly, since ichthyologists seem to prefer Latin names for fish, there are even fewer fish names that the average citizen-sailor can (a) pronounce, (b) spell, or (c) even recognize as belonging to a fish." One solution was to use different names for the same fish.

Things have changed somewhat since then; however, the name-selecting process calls for a knowledge of history, geography and re-

search, combined with diplomacy. The Navy today can draw on the names of many ships crossed off the Navy List since World War II, thus carrying on the tradition of honoring former ships. And, as has been stated, more types of new ships are named after cities.

A RECENT EXAMPLE of this was the naming of a new ammunition ship, the AE 28, *uss Santa Barbara*. According to legend, Santa Barbara, said to have lived in the fourth century, is considered the protectress against lightning, thunder, and explosive flame, and has come to be known as the patron saint of cannoneers. AE 28 was named for the city of Santa Barbara, Calif., whose name derives from Mission Santa Barbara, located there. The name of the mission is said to be associated with the legend.

Thus, in the outline below, you will see the category "U. S. cities" many times, but the name of the city will also agree—often—with another basic category.

Some of the ships' names mentioned below are those of vessels stricken from the Navy List. These names have been listed instead of names of active-duty ships when they better exemplify ship-naming policy.

Carriers

Aircraft carriers, both attack (CVA) and antisubmarine (CVS), bear famous names (*uss Forrestal* and *John F. Kennedy*), the names of famous ships formerly on the Navy List (*Kearsarge*), and important U. S. battles, operations and engagements (*Coral Sea*). In this connection, it might be noted that vessels in the carrier category bear the names by which actual battles are known rather than for the places



Theodore Roosevelt



Tecumseh



Robert E. Lee



Benjamin Franklin



Ulysses S. Grant



Kamehameha



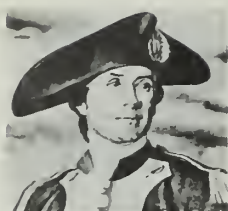
George Washington Carver



Will Rogers

George C. Marshall





John Paul Jones

In his personal conduct, his bold courage, his skillful tactics and strategy, he set up standords that exist to this day.



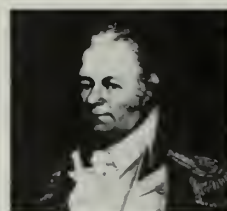
John Barry

One of the first men to be commissioned he was also instrumental in encouraging construction of naval vessels.



Joshua Barney

Another "Old Navy" captain, veteran of the Revolution and War of 1812, he was tough, shrewd, an expert seaman.



Thomas Truxtun

As skipper of *Constellation*, he showed skill fighting, but his greatest contribution was as a navigator and seaman.



Benjamin Stoddert

As first Secretary of the Navy, he shaped future policy, was instrumental in greatly increasing size of Fleet.

where the battle occurred.

In the carrier group is a notable exception to the Navy's usual policy for naming ships of this type. *uss Shangri-La* (CVA 38) is named in commemoration of the day when Colonel James H. Doolittle, with 79 other fliers, took off in 16 B-25s from a carrier to drop the first bombs on the Japanese mainland.

At that time, President Roosevelt informed the press that COL Doolittle and his group had taken off from a secret place—*Shangri-La*. It was later disclosed that Doolittle's secret takeoff spot had been *uss Hornet* (CV 8). When a new carrier was completed in 1944, she was named *Shangri-La* and, appropriately, was christened by Mrs. Doolittle.

Battleships

The battleship (BB), as everyone knows, is named for one of the states. All BBs were decommissioned in the late 50s; however, *uss New Jersey* is back on duty after recommissioning early in April. Three other battlewagons are in mothballs: *uss Iowa* (BB 61), *Missouri* (BB 63) and *Wisconsin* (BB 64).

uss Arizona (BB 39), the battleship sunk at Pearl Harbor on 7 Dec 1941, might be said to be in "commemorative commission." As you know, the hulk of *Arizona* now lies at Pearl Harbor, submerged beneath a permanent memorial. Each day her flag is raised and lowered as are

the colors of any active ship of the Fleet. *Arizona* traditionally receives passing honors from other ships of the Fleet.

It might be appropriate to quote Admiral Arthur Radford, then Commander in Chief of the U. S. Pacific Fleet, who said in an act of remembrance on 7 Mar 1950: "From this day on, *uss Arizona* will again fly our country's flag just as proudly as she did on the morning of 7 Dec 1941. I am sure *Arizona's* crew will know and appreciate what we are doing."

Cruisers

In the cruiser class, heavy cruisers (CA), guided missile heavy cruisers (CAG), light cruisers (CL), antiaircraft light cruisers (CLAA) and guided missile light cruisers (CLG) may be named for cities of the U. S., like *Newport News*, and capitals of U. S. possessions and territories. Guided missile cruisers (CG), are named for cities in the United States.

One notable departure from the cruiser-naming rules is the guided missile cruiser *Canberra* (CAG 2). The only major U. S. Navy ship bearing the name of a foreign city, *Canberra* originally was planned to be named *Pittsburgh*. Before launching, she was renamed *Canberra* in honor of the Australian cruiser sunk in the Battle of Savo Island early in World War II. Originally designated CA 70, she was converted to a guided missile cruiser in 1956.

Command Ships

Command ships (CC) are named for cities in the U. S. (*Northampton*).

Wright (CC 2) is not really an exception, since she has borne several different classifications. Named for Wilbur and Orville Wright, she was laid down as a heavy cruiser, but was modified before completion to a light aircraft carrier (CVL). While in mothballs she was classified an aircraft transport (AVT), and in May 1963 she became a command ship.

Destroyers

The matter of naming all sorts of destroyers is a story of people. It should be mentioned here that Navy ships are never named for a living person.

You are probably aware of the fact that there have been several ships named after women. Two warships—a destroyer and a Civil War sidewheeler—and five transports have been named for women. The first U. S. combatant vessel ever named after a woman was *uss Harriet Lane*. This ship was named for the niece of President John Buchanan. *Harriet Lane* was a 619-ton sidewheeler with four guns. She was transferred to the U. S. Navy from the Treasury Department in 1861.

The only other combatant ship ever named for a woman is *uss Higbee* (DDR 806), named for Lenah S. Higbee, Superintendent of Navy Nurses during World War I. *Higbee* is still in commission, but the five transports have long been decommissioned.

Destroyers (DD), guided missile destroyers (DDG), radar picket destroyers (DDR), frigates (DL), and guided missile frigates (DLG) are named for deceased members of the Navy (*Kidd*), Marine Corps

USS Benjamin Stoddert (DDG 22)

USS Lawrence (DDG 4)





Edward Preble
Best known for his campaign against pirates in Med, he also had great influence on rising generation of Navy men.



William Bainbridge
Active in War of 1812 and campaign against Tripoli pirates, he had great influence among junior officers of time.



Stephen Decatur
Best known for heroism in the War of 1812, he was a brilliant seaman, and early Commissioner of Naval Affairs.



Isaac Hull
A distinguished commander of the post-Revolutionary period, he did much to establish professional standards.



James Lawrence
Another brilliant commander who did much to establish a tradition for the young Navy in War of 1812.

(O'Bannon) and Coast Guard (*Satlerlee*); and Secretaries of the Navy (*Frank Knox*).

Escort ships (DE), guided missile escort ships (DEG) and radar picket escort ships (DER), are named for deceased members of the Navy, Marine Corps and Coast Guard.

Destroyers can be named for more than one person, too, such as *The Sullivans* (for five brothers) and *O'Brien* (for six brothers). Others have been named for father-son combinations (*Goodrich*) and other family relationships.

An apparent inconsistency in destroyer-naming policy is *Norfolk* (DL 1), the first of the frigates to be built. When this vessel was first authorized and named she was to be a cruiser, and consequently was assigned the name of a city. When the ship was designated a DL, the original name was retained.

History buffs looking for inconsistencies may also mention the destroyer *USS Dallas* (DD 199). This ship is named after Captain Alexander Dallas, who gained fame in the War of 1812.

Submarines

Submarines started out being named for fish and denizens of the deep. Carrying fish and undersea names, such as *Pickrel*, *Haddock* and *Whale*, are submarines (SS), guided missile submarines (SSG) and nuclear powered submarines (SSN). Several former submarines, now auxiliary and transport vessels (APSS), still carry their former fish names (*Grouper*).

As new submarines are named, it is a practice to choose names of famous submarines formerly on the Navy List so that these ships and their brave men will not be forgotten.

Fleet ballistic missile submarines, as has been mentioned, are named

for famous American patriots (*Patrik Henry*), and for others whose lives have paralleled and contributed to the growth of democracy (*Lafayette*).

Amphibious Ships

Amphibious force flagships (AGC) are named for cities and mountains of the same name in the U. S. and possessions, but they sometimes are named only for the mountain (*Mt McKinley*).

Attack cargo ships (AKA) are given the names of astronomical bodies (*Libra*) and counties in the U. S. (*Union*). The selection of county names is made primarily on the basis of "suitability" rather than the historical or contemporary importance of the county. However, when a county name is assigned, it represents all the counties of that name in all states.

Attack transports (APA) and transports (AP), the latter of the auxiliary vessel group, also bear the names of counties (*Sandoval*), deceased commandants and other officers of the Marine Corps (*Feland*), signers of the Declaration of Independence (*George Clymer*), famous men and women in history (*Florence Nightingale*), and famous men of foreign birth who aided our country in her struggle for independence (*Rochambeau*).

High-speed transports (APD) are ex-DEs and have retained their original names—those of personnel of the Navy (*Blair*), Marine Corps

(*Daniel*) and Coast Guard (*Douglas A. Monro*)—killed in enemy action in World War II.

Inshore fire support ships (IFS) are named for weapons (*Carronade*). The new amphibious transport docks (LPD) are named for cities whose names are taken from explorers and developers of America, such as *Raleigh*.

Amphibious assault ships (LPH) are named for cities and U. S. naval battles of the same name in which Marines played a prominent part (or the battle only), such as *Iwo Jima*, and also for predecessor ships (*Thetis Bay*).

Dock landing ships (LSD) are named for cities and places of historical interest which bear a city's name, or for a historical landmark only (*Monticello*).

Medium landing ships (LSM) are named for small cities in the U. S. (*Kodiak*), and medium landing ships (rocket) are named for small cities and rivers of the same name or simply for a river (*White River*).

The famed workhorses of amphibious warfare ships, the tank landing ships (LST) bear the names of counties in the U. S. The new larger LSTs are named for cities which have the same name as the county in which they are located. (In this case, the ship honors both.)

Vehicle cargo ships (LSV) are named for small cities whose names indicate words describing the service performed by the ship, or the descriptive words alone (*Sea Lift*).

USS Preble (DLG 15)



USS Hull (DD 945)





Thomas M McDonough
Outnumbered and outgunned, he won a historically significant victory on Lake Champlain.



Matthew Perry
Best known for his treaty with Japan, he also pioneered in application of steam power and encouraged naval education.



David Farragut
One of the most famous of U. S. admirals, he rounded out an amazing career from War of 1812 through Civil War.



John Adolphus Dohlgren
The "New Navy" began to shape up rapidly as a result of his contributions in the field of ordnance and design.

Mine Warfare Ships

Mine warfare ships' names are normally named for birds, although minelayer destroyers (DM), ex-destroyers, retain their original names.

Mine countermeasure support ships (MCS) and minehunters (MHA/MHC) are named for U. S. cities which bear the names of birds (or the bird name only).

Minelayers (MMF, MMA, MMC) are named for former monitors. Minesweepers of all types (MSA, MSC, MSCO, MSF, MSO, and MSS) are named either for birds (*Raven*), or for U. S. towns bearing bird names, or for words expressing commendable ship qualities (*Aggressive*).

Patrol Ships

In the patrol vessel division of ships are the new patrol air cushion vehicles (PACV), 173-foot submarine chasers (PC), 180-foot escort ships (PCE), rescue escorts (PCER), coastal patrol craft (fast) (PCF), hydrofoil submarine chasers (PCH), 136-foot submarine chasers (PCS), patrol escorts (PF), hydrofoil patrol gunboats (PGH), 110-foot submarine chasers (SC), and fast patrol boats (PTF). All are named for small cities in the U. S., especially those that denote the action of the ship, such as *High Point*.

Patrol gunboats (PG) which are patrol vessels in a special category, are named for small cities in the U. S. whose names have been previously assigned to gunboats (*Asheville*), and those cities whose names denote

agility, punch and daring. In this special category, daring men may also be considered.

Fleet Auxiliaries

In the auxiliary vessel group are destroyer tenders (AD), which are given names of localities (*Grand Canyon*) and areas (*Tidewater*) of the U. S., and of distinguished Americans. Contrary to popular impression, these vessels are not named exclusively for national parks, although many tenders bear the name of a national park in the sense of being a locality or general area which happens to contain a national park.

Two ADs whose names appear out of place are *uss Hamul* (AD 20) and *Markab* (AD 21), but these are ex-cargo ships retaining their former names.

Ammunition ships (AE), in addition to being named for volcanoes (*Vesuvius*), also bear names suggestive of fire (*Pyro*) and explosives (*Nitro*). As in the case of *Santa Barbara*, mentioned above, AEs are also being named for cities whose names have a connection with fire or explosives.

Degaussing ships (. DG) are named for cities whose names are words with electrical connotation related to degaussing techniques. If no such city name is available, the word itself is used. An example is *Ampere*.

Stores ships (AF), and combat stores ships (AFS) are named for cities in the U. S. and astronomical

bodies of the same name, or for the astronomical bodies only; and for cities in the U. S. whose names denote space, beauty, munificence or expansiveness (*White Plains*).

Miscellaneous auxiliary ships (AG), and icebreakers (AGB) are named for islands and bays of the U. S. and former names of cargo ships (*Observation Island*). Escort research vessels (AGDE) are named for distinguished Americans (*Glover*).

Hydrofoil research ships (AGEH) are named for small cities in the U. S. whose names denote action of, or are appropriate to the hydrofoil underway (*Plainview*). Command flagships (AGF) are named for mountains and mountain ranges.

Missile range instrumentation ships (AGM) are named for cities whose names denote space, power, distance, and watchfulness (*Longview*). Major communications relay ships (AGMR) derive their names from cities and counties which were sites of the Navy's first communication test stations.

Oceanographic research ships (AGOR) are named for meteorologists, physicists, and scientists (*Maury*). Radar picket ships (AGR) have names descriptive of their mission (*Guardian*).

Surveying ships (AGS), coastal surveying ships (AGSC), and satellite launching ships (AGSL), bear the names of astronomers, mathematicians, and oceanographers. Technical research ships (AGTR) are named for cities in the U. S., its possessions and territories, where major research is centered.

Hospital ships (AH) bear names which are synonyms for health, kindness, etc., and for cities in the U. S. whose names fit the category (*Sanctuary*).

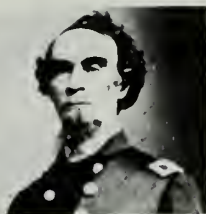
Cargo ships (AK), dock cargo

USS Perry (DD 844)

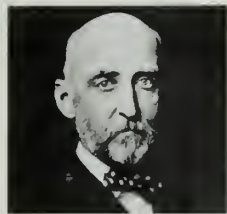


USS Boinbridge (DLGN 25)





Henry Wolke
A brilliant Civil War officer, he fought in important battles on the Mississippi, and skippered one of the first ironclads.



Alfred Thayer Mahan
Through his lectures and writing on naval history, he established a new concept of sea power as a decisive factor in warfare.



Stephen Bleecker Luce
Known both as the foremost seaman of the time and as father of the Naval War College, he worked toward an improved Navy.



George Dewey
His capture of Manila was spectacular but even more significant was the planning and foresight which made this victory possible.

ships (AKD), light cargo ships (AKL), net cargo ships (AKN), and general stores issue ships (AKS), are named for astronomical bodies (*Altair*), and for U. S. counties, especially those associated with college towns (*Muskingum*).

Aircraft ferries (AKV) are named after historical places and cities in the U. S. which are associated with aviation (*Hammondsport*).

Net laying ships (AN) are named for trees (*Butternut*), and for monitors formerly on the Navy list (*Passaic*). Oilers (AO) are named for cities and rivers which have the same name (*Cimarron*). Gasoline tankers (AOG) and replenishment oilers (AOR) bear the Indian names of rivers (*Kennebec*). However, many of the AO group are former Maritime Commission vessels serving in the Military Sea Transportation Service under their original names. Some of these are named for well-known missions (*Mission Capistrano*).

Fast combat support ships (AOE) are named for U. S. cities and rivers having the same name (*Sacramento*); and also cities adjacent to a large inland body of water.

Self-propelled barracks ships (APB) and small coastal transports (APC) are named for counties in the U. S. (*Mercer*). Repair ships (AR), battle damage repair ships (ARB), cable repairing or laying ships (ARC), landing craft repair ships (ARL), aircraft repair ships, aircraft (ARVA), aircraft repair ships, engine (ARVE) are named for characters in mythology (*Vulcan*, *Zeus*). ARs can also be named after major manufacturing centers.

Internal combustion engine repair ships (ARG) and salvage craft tenders (ARST) are named for islands in the U. S. (*Laysan Island*). Aircraft repair ships (ARV) carry

the names of personnel associated with naval aviation (*Webster*).

Salvage vessels (ARS) and salvage lifting vessels ARSD bear the names descriptive of their functions (*Reclaimer*, *Windlass*). Aircraft repair ships, helicopter (ARVH) are named for U. S. cities which have a body of water of the same name.

Submarine tenders (AS) are named for pioneers in submarine development (*Bushnell*) and their birthplaces, and characters in mythology (*Orion*). Submarine rescue vessels (ASR) bear the names of birds (*Skylark*).

Auxiliary ocean tugs (ATA), Fleet ocean tugs (ATF), large harbor tugs (YTB), and medium harbor tugs (YTM) are named for communities with names of prominent Indians or Indian tribes (*Apache*). Salvage tugs (ATS) are also included in this category of names; in addition, they may take their names from smaller cities embodying a rich natural history.

Small seaplane tenders (AVP) are named for bays (*Casco*), straits (*Bering Strait*), islands (*Valcour*), and inlets of the U. S. and of possessions and territories (*Cook Inlet*). Aviation supply ships (AVS) are ex-AKs, ex-AGs and ex-IXs retaining their original names. Also retaining their names are distilling ships (AW) which are former oilers and miscellaneous ships, and advanced aviation base ships (AVB) which are ex-LSTs.

Unclassified miscellaneous vessels (IX) may bear the names of vessels

formerly on the Navy List, names retained after redesignation and names of animals. The most famous IX, *uss Constitution*, carries the name she bore when she served in the early Navy when the U. S. was made up of 13 states.

Service Craft

Most of the service craft do not have names, but bear a number with the ship classification letters.

Name source categories exist for some of the larger self-propelled craft. A few, such as YTBs and YTMs, are named.

Large auxiliary floating drydocks (AFDB), small auxiliary floating drydocks, (AFDL), and medium auxiliary repair drydocks (ARDM) may bear the names of a site or city of early atomic development.

Miscellaneous auxiliary craft (YAG), for U. S. counties; covered lighters (YF), for small communities in the U. S. in the vicinity of the vessel's home base; ferry boats (YFB), for U. S. islands and possessions; gate craft (YNG), for Indian names and Indian chiefs; fuel oil barges (YO), for oil field terms; large harbor tugs (YTB) and medium harbor tugs (YTM), for small cities with Indian names; drone aircraft catapult control craft (YV), for terms descriptive of their mission, and towns of similar name; and deep-diving vehicles, for U. S. cities and communities that denote oceanic terms.

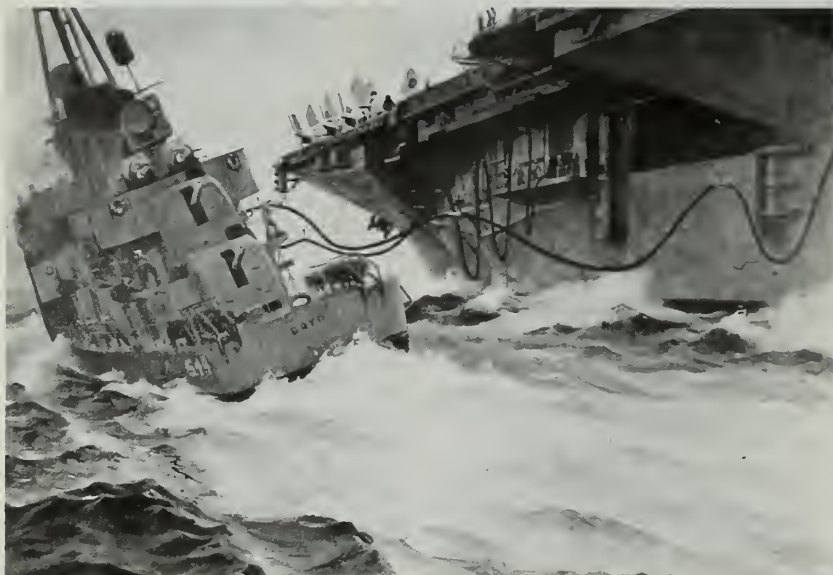
The ship names categories are updated from time to time, brand-new ships are brought into the Fleet, and ship-naming, like most things, is constantly undergoing change. But, for the time being at least, you should have a pretty fair idea why that patch on your right shoulder says what it says.

—Jim Teague, JO1, USN.

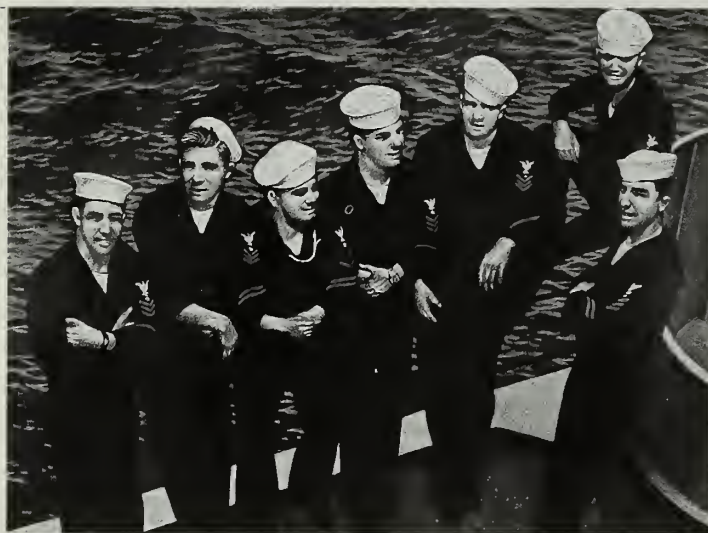
USS Maury (AGS 16)



Take Your Choice: Navy



Refueling at Sea, by Wolter Brightwell — No. 2



The Wheels, by Herbert Hohn — No. 7

Teamwork—ASW, by Stuart Gorrett — No. 4



INDIVIDUAL NAVYMEN may obtain full color lithographic prints of 18 pieces of combat art selected from the U.S. Navy Art Center combat art collection.

The lithographs are reproductions 22 by 28 inches in size. The prints are \$1 each, and can be ordered from the Director, Navy Publications and Printing Service Office, Building 4, Section D, 700 Robbins Avenue, Philadelphia, Pa. 19111.

The following are descriptions of the lithographs, the type of medium used, the artist, and the number by which it should be ordered.

1. DESTROYERMAN—Oil by Wolter Brightwell. It depicts a Navy enlisted man aboard USS Theodore E. Chondler (DD 717) in March 1960.

2. REFUELING AT SEA—Oil by Wolter Brightwell. Depicts USS Boyd (DD 544) refueling from USS Ticonderoga (CVA 14) while underway on 5 Mar 1960.

3. USS PROTEUS (AS 19)—Watercolor by George Groy. The submarine tender Proteus overhauls a Polaris submarine at Holy Loch, Scotland, in 1961.



On Deck, USS Roosevelt With Sixth Fleet, by Louis Koep — No. 9

USS Proteus (AS 19), by George Groy — No. 3



ALL HANDS

Art in Colors

4. **TEAMWORK—ASW—Watercolor** by Stuart Garrett. An antisubmarine helicopter with its sonar gear in the water and fixed-wing aircraft S2s that will return to the carrier on the horizon.

5. **MIDSUMMER SCENE, McMURDO SOUND—Watercolor** by Standish Backus, Jr. Six weeks during December and January comprise the Antarctic summer, the season when expeditions can break through the melting sea ice. New Year's Day 1956 found the ships of Operation Deep Freeze moored to the ice edge at the outer entrance of McMurdo Sound.

6. **REHABILITATION OF DESTROYER JOHNSTON—Oil** by Marcella Comes. First abstract painting received by the art collection, portraying the rehabilitation of USS Johnston (DD 821).

7. **THE WHEELS—Prismacolor** by Herbert Hahn. Seamen use this good-natured jibe at the importance of senior petty officers who are shown in the prismacolor.

8. **SHORE LEAVE—Watercolor** by Louis Kaep. Several small scenes of impressions of the Sixth Fleet at work and at play while on

shore leave in various Mediterranean ports.

9. **ON DECK, USS ROOSEVELT WITH THE SIXTH FLEET—Watercolor** by Louis Kaep. Squadron maintenance personnel on the flight deck of aircraft carrier USS Franklin D. Roosevelt readying aircraft for sub hunting and patrolling.

10. **AIR DEFENSE, BATTLE OF SANTA CRUZ—Watercolor** by Dwight Shepler. The battleship USS South Dakota is shown protecting Enterprise in a blaze of antiaircraft fire. The artist was a deck officer aboard a cruiser in this action.

11. **ALL VESSELS MAKE SMOKE—Oil** by Albert K. Murray. So screams the signal from the admiral's flagship. "Enemy aircraft in force!" Plumes of smoke arise from all ships in anchorage. Beach battalion men get their pots going and waterfront operations will be swathed in a dense fog.

12. **REPLENISHMENT DAY AT SEA—Casein** by George Menkel. Refueling of USS Franklin D. Roosevelt by tanker alongside.

13. **LSO DIRECTS STUDENTS ABOARD USS LEXINGTON—Acrylic** by Maxine McCaffrey.



Destroyerman, by Walter Brightwell — No. 1



All Vessels Make Smoke, by A. K. Murray — No.



Tender (AD 15) With Destroyers, by Walter Brightwell — No. 18

Midsummer Scene, McMurdo Sound, by Standish Backus, Jr. — No. 5

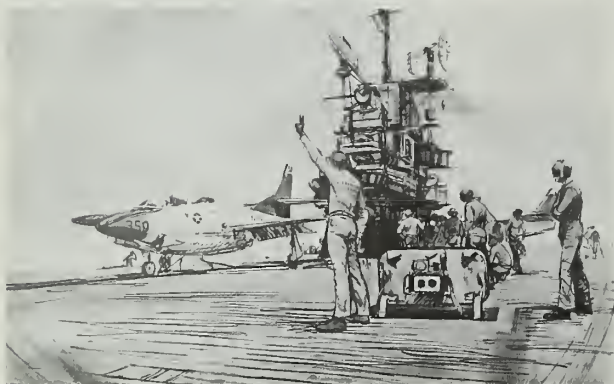


JUNE 1968





Shore Leave, by Louis Koep — No. 8



T-2A Buckeye Student Pilot Ready to Launch, by Moxine McCaffrey — No. 14



Replenishment Day at Sea, by George Menkel — No. 12



Air Defense, Battle of Santa Cruz, by Dwight Shepler — No. 10



Underway Replenishment, by Gene Klebe — No. 15

Hook Down, Wheels Down, by James Scott — No. 16

Rehabilitation of Destroyer Johnston by Marcella Comes — No. 6

LSO Directs Students Aboard USS Lexington, by Moxine McCaffrey — No. 13



ALL HANDS



CRIB supports inflatable container aboard LCM. *Rt:* LCM is converted to a tanker with this container.

FUEL FARM

FUEL STORAGE facilities were almost nonexistent in Vietnam's I Corps (covering five northern provinces) in 1965 when the Navy created the Naval Support Activity, Da Nang. NSA's job was to be the complete supplying activity to provide fuel to allied troops in I Corps.

The answer to NSA's fuel storage problem has been the extensive use of fuel "farms" consisting of rubberized container systems, or collapsible containers.

These fuel farms are much in evidence throughout I Corps and have proven to be durable, adaptable and successful. One of these fuel farms is located at Cua Viet.

A prime supply facility for Marines, Cua Viet is located on the coast of the South China Sea, just five miles below the DMZ. The detachment has a 520,000-gallon fuel storage capacity, all of it in collapsible containers.

The fuel is carried by tanker from Da Nang and, if small enough, the ship may pull in and tie up to discharge its cargo. However, because of the shallowness of the channel and danger from enemy fire, the more common method of supplying Cua Viet's fuel farm is by use of floating or submerged hose lines.

A hose runs 15,000 yards out to sea from the farm where it is attached to a buoy. Lying offshore out of range of North Vietnamese artillery, tankers hook up to the hose and pump fuel directly to the collapsible container system.

The primary storage units used ashore are 10,000-gallon capacity. They are individually dug in or surrounded by sandbag walls, as protection against frequent enemy artillery, mortar or rocket attack. Not only are the collapsible containers used

for storage of motor, aviation, jet and diesel fuels, but other types have been designed to contain drinking water and are used for the detachment's water supply.

The fuel farm at Cua Viet was initially established by the Bulk Fuel Platoon, FLC, in July and August 1966 in support of Operation Hastings and turned over to NSA.

At Cua Viet, the fuel is pumped into collapsible container boats and transported up the Cua Viet River to Dong Ha for distribution to the Dong Ha airfield, Con Thien, Gio Linh and Khe Sanh. The boats used are Landing Craft, Mechanized with a 10,000-

gallon container in a wooden crib installed in their cargo holds.

Since Cua Viet is close to the DMZ, its fuel farm is regularly subjected to shrapnel damage. Shrapnel holes in the containers are sealed with two-piece "sandwich" patches.

The edges of a hole are first trimmed, then one-half of the patch is placed inside the container, the other half on the outside, and a seal is formed by pulling the two halves together with a nut. The process is working well and can be quickly performed without draining the fuel from the collapsible container.

—Tom Schuster, LTJG, USN

INFLATABLE CONTAINERS are used to store all types of fuel, drinking water.





SEARCHING—Helicopter pilot follows river looking for enemy. Rt: Huey leaves USS Harnett County to aid PBRs.



GUNSHIPS OF THE

FLYING A U. S. Navy UH-1B helicopter from USS Harnett County (LST 821) in support of river patrol boats (PBRs) involves many jobs. Some of them are routine. Some are not.

A pilot grabs his flight helmet and runs to the LST's flight deck. It's a short distance, one of the reasons the LST-PBR-UH1-B combination has proven successful.

The helos are just minutes from providing air support when the boats get into trouble. The LSTs and their

embarked choppers support the PBRs as they patrol in search of the enemy moving men and supplies.

The landing deck supervisor gives the thumbs-up signal, the pilot pulls up slowly on the stick, and the bird begins to rise off the deck. A few seconds later the chopper is off the ship and flying over the muddy Co Chien River on its mission.

Sitting in the door of the gunship, two aircrewmembers hold M-60 machine guns.

HOMING—Harnett County is a welcome sight to crew. Rt: Mission is planned. Above: Copter's engine is repaired.





LST BRINGS support to patrol boats.

SKIES

The other helo's blades begin to whirl, and it slips off the ship to follow its mate. The second chopper carries .30-caliber machine guns on each side.

Now the two birds are flying along the banks of the river. Below them the PBRs are busy. One boat has a sampan stopped and is searching it for enemy supplies. The men wave to each other, and the helos circle the area several times, keeping a watchful eye on the PBRs and any potential signs of attack.

Later, the two helos provide cover for an Army chopper downed by sniper fire. The lead gunship begins a firing run on the trees from where the sniper fire originated.

A fortified structure bursts into flames as a rocket makes a direct hit. By the time the second makes its strike, the treeline is in smoke.

The two Navy birds then join the Army choppers circling the area. Twenty minutes later the Air Force hits the treeline with heavy bombs.

The Navy job done, the helos return to the LST to refuel and rearm. There are other jobs to be done.

—Story and Photos by
T. S. Storck, LTJG, USN

Hunting for Mines

WHEN 21 MINEMEN of Minesweeper Squadron 11 emerged from the blackwater rivers south of Saigon and set upon the sea-green waters of Da Nang Bay, about all that changed as a result of the move was the scenery. They're still hunting for mines—contact mines, influence mines—nearly anything explosive the Viet Cong might set afloat.

From their three 57-foot minesweeper boats (MSBs), the minemen scan their new hunting grounds along the coastal sea-lanes, the bays and the harbors that dot the coast of Vietnam from Chu Lai to Cau Viet, near the DMZ.

These MSBs are relatively new to the Vietnam area. They arrived by MSTs ship just last November. However, their six-man crews are well versed in their profession as minemen. Most of this experience was gained at Nha Be, the minemen's former base of operations located 10 miles south of Saigon.

Down south the minemen almost always drew enemy fire during their eight- to 12-hour riverine sweeps. Out of Da Nang, in the South China Sea, the chance of drawing fire decreases, but sweep time is more extensive than on the river, and the strong possibility of an attack exists.

For their protection, each MSB,

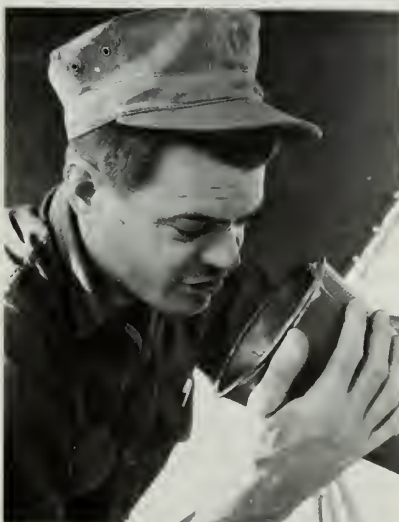
which has a top evasive speed of 12 knots, is equipped with one 50-caliber and four 30-caliber machine guns, and an automatic grenade launcher. All of this armament is kept ready throughout training sessions and actual sweeps.

Along the northern coast, a sweep involves the use of rather impressive equipment. For instance, from a mag reel sitting aft of the boat's pilot-house, a 1600-foot magnetic wire tail is trailed in the sweeper's wake. This tail serves to detonate any magnetic mines—at a safe distance, of course—while a steel wire, with sharp cutting blades attached, severs moorings of moored mines.

Hammer boxes set off acoustic mines. These boxes give a ringing sound when trailed in the water. As they come near a mine sensitive to the noise of a ship, their simulated ship sound causes it to explode.

To keep their sweep gear in running order, the minemen use repair shops located at Da Nang's Tien Sha Cove, the site where the minesweepers are moored. Nearby, at the Naval Support Activity's Camp Tien Sha, the boat crews eat regular meals and sleep in quarters ashore. Here, also, is plenty of familiar, solid ground on which to stretch their newfound sea legs.

—Henry Eichel, SN, USN.



THE WORD—Boatswain's Mate First Class Bobby D. Scott, craftmaster of MSB 19, gives orders through voice tube. Rt: Seaman Larry D. Isom secures shackle.



Put an OBA. Tighten straps for comfortable fit.



Pull metal tab straight across top of cap.



Next, ready chemical canister for insertion.

Here Are the Latest Rules

THE APRIL 1968 issue of *ALL HANDS* carries an extensive article with illustrations on OBA—less familiarly known as the Oxygen Breathing Apparatus.

About two weeks after *ALL HANDS* began distribution throughout the Fleet, and Damage Control Assist-

ants were turning to page 28 to read the article, there appeared a newly published NavSec Notice 9930 (3 Apr 1968).

The Notice established as uniform a procedure which has been determined to be a factor in the proper maintenance and handling of OBA.

Approval of the NavSec notice was received too late for the headquarters damage control experts to include it in the last report.

The following change should be noted by personnel assigned to damage control and to the damage control officers in the Fleet, some of

Loosen bail. Swing out and insert canister.

Note metallic-foil seal in neck of canister.

When canister hits stop, swing bail back and tighten.



Pull lanyard, starting the oxygen cycle.

Squeeze tube, check tightness of facemask.

Set timing device. (Usual time is 45 minutes.)



whom have already been using the procedure described and have found it most effective.

To quote the Notice: "During standby position the head harness should be inserted under the pre-fastened shoulder strap so that both hands are free to adjust and activate the OBA. Placing the facepiece in standby position behind the head is not recommended because of the stress placed on the breathing tubes."

The Notice was promulgated as a result of damage control inspections by representatives of the Inspector General—Atlantic Fleet.

As a result of this, the photographic illustrations appearing in the April issue showing the tubes around the neck should be changed to indicate the correct procedure.

Again, the facemask should not be allowed to dangle behind the back.

One damage control officer in the field asked about the procedure calling for the timer to be set for 45 minutes, leaving 15 minutes to exit the compartment. He had always been taught, he said, that 30 minutes was the normal setting, with up to 15 minutes left for exit time.

THE EXPLANATION is simple—the canister has been improved faster than the *NavShips Technical Manual* (which he correctly followed) has been updated. As is the case with most Navy gear, the OBA (and its oxygen-producing canister) is constantly being studied in an effort to make it even more efficient.

True, the earlier models of the canister had the 30-plus-15-minute time limitation. These models were the standard, slow-starting canister, and the double-candle, quick-starting canister. The newest model, to which the April article was confined, is the single-candle, quick-starting canister.

Current canisters have a revised label indicating the one-hour working life.

In this model, the center screen was eliminated, the top screen redesigned, and the copper liner was eliminated. This resulted in decreased cost of the canister, and an increase in its operational life to 60 minutes.

The revised information will appear in the next revision of the *NavShips Technical Manual*, which is in the process of being published.

The Chief of Naval Operations has called for wide dissemination of material on the subject of damage

control. Personnel in the field who have suggestions concerning the areas which they feel should be covered are encouraged to send in their comments.

Cold Water Suit

An anti-exposure suit designed to offer cold weather protection to submariners has been developed by researchers of the Naval Submarine Medical Center.

Intended primarily to prevent body heat loss while in cold water, the suit also acts both as a life preserver and a practical foul-weather working uniform.

The buoyant properties are provided by a material called polyvinyl chloride, a plastic foam which serves as an insulator. Other features of the suit include a water-repellent covering and mylar material in the hood for radar reflection.

Tests in 33° water have proven that the suit would provide heat protection without noticeable loss of body temperature for periods of more than two hours.

Previous studies have shown that unprotected swimmers would experience loss of body heat in water temperatures lower than 77° F., with the most dangerous loss occurring in waters with a temperature range of 30° and 60°.

Adoption of the new thermal suit by the submarine forces has been recommended.



FIREFIGHTING SCHOOL — Students quell blaze in training session.

New Jungle Rescue System

The Naval Air Systems Command has adopted a new jungle rescue system that will protect a downed aviator from injury while being hoisted aboard a hovering helicopter.

The new jungle penetrator is a compact bullet-shaped device which has a "pop-out" umbrella and two seats for dual rescue. The umbrella acts as a shield to ward off heavy jungle foliage on the way up to the rescue helicopter. The two seats will enable a crewman to descend to pick up an immobilized airman.

A study of rescue operations in Southeast Asia combat zones clearly established the need of a device with a protective canopy. Downed airmen faced the hazard of collision or entanglement with branches and vines of the jungle canopy during lift-off operations. Reports of personnel fatality attributable in part to the lack of a protective shield prompted the Naval Air Systems Command to establish the requirement for a protective device as a component of any jungle penetrator developed for search and rescue operations. Further requirements called for a positive jungle penetration capability, easy handling and operation by the survivor, compactness for ease of stowage in the rescue helicopter, and a capability for a dual pickup of an injured airman.

Responding to these requirements, a civilian contractor of Corpus Christi, Tex., developed and demonstrated a jungle penetrator/pickup device. The Navy conducted evaluations of this unit in simulated jungle environments at Lakehurst, N. J., and Warner Springs, Calif. Following stateside tests, combat-experienced helicopter crews conducted tests at the Naval Air Station, Cubi Point, R. P.

When the jungle penetrator is lowered to a downed airman the compact capsule measures over two and one-half feet in length and eight and one-half inches in diameter. After actuating the pop-out mechanism, the dual-seated capsule expands to a length of about five feet with the protective canopy extending to three feet in diameter. The capsule weighs forty-eight pounds.

The Naval Air Systems Command has begun procurement action for one hundred new penetrators, and Fleet delivery was scheduled to commence in June 1968.



ARMY COPTER brings reinforcements into a landing zone as fellow soldier awaits arrival.—Photo by SP4 Guffey.

TROOP COMMANDERS in the field will be able to view instant reconnaissance photographs of known or suspected targets while a fighter aircraft is still in the target area if tests now being conducted by the Air Force are successful.

The Air Force Avionics Laboratory has developed a Tactical Photographic Image Transmission subsystem called TAPIT which will be flown on fighter aircraft, transforming the plane into a reconnaissance craft as well as a fighter.

TAPIT, contained in a pod mounted under the wing of the plane, takes panoramic pictures from low altitude, develops the film in seven seconds, electronically scans the pictures and transmits the signals to a TAPIT ground receiving station located within a 100-mile radius.

The ground station, mounted on a truck, receives and records the signals on film, processes the film in seven seconds and produces a four-to-one enlarged photograph copy of the target area for interpretation and action by the field commander.

Fighters are not normally used for photo reconnaissance because of space limitations, but the simplicity and self-containment of TAPIT will allow installation on all types of fighters. The pod is 152 inches long and has a 10-inch outside diameter. It should be ready for operational use in September.

★ ★ ★

AN AUXILIARY SURVEY vessel to be designated USC&GSS *Ferrel* (ASV 92) and an auxiliary buoy tender will be completed this year and join other ships of the Environmental Science Services Administration (ESSA) Coast and Geodetic Survey.

The 133-foot, 289-ton survey vessel, will help determine circulatory patterns in the coastal and estuarial waters of the Atlantic and Gulf coasts of the United States. She will be the first U. S. vessel built specifically to conduct such investigations.

Ferrel will serve as the base ship for a tidal and current survey system known as TICUS. The system includes a current station assembly (sensor-equipped buoys

spaced 15 to 20 feet apart) and central base monitors and recorders which will be aboard the base ship.

The current station assembly will send telemetered information to the base ship and *Ferrel*, aided by her buoy tender, will transport equipment to designated sites and tend the buoy system.

For such work, in fact, the buoy tender will be *Ferrel's* strong right arm since the smaller (59-foot) vessel can do jobs which the survey ship, because of her deeper draft, cannot do.

These will include adjustment, repair and relocation of buoys and their electronic sensors.

The two ships will use a specially designed device which has never before been employed on vessels of their size.

The device will stabilize the auxiliary tender so it can moor alongside *Ferrel*, thereby permitting transfer of men and material from one vessel to the other.

The new auxiliary survey ship honors Professor William Ferrel who died in 1891 after 15 years of service with the Coast and Geodetic Survey.

Professor Ferrel investigated the general theory of tides and invented the first automatic tide prediction machine in the country.

Following the completion of the ships later this year, *Ferrel* and her buoy tender will be based at the Coast and Geodetic Survey's Atlantic Marine Center, Norfolk, Va.

★ ★ ★

NEW RADAR AND NAVIGATION systems are being tested by the Air Force Systems Command's Aeronautical Systems Division (ASD), Wright Patterson AFB, Ohio. The tests are two of a series to develop equipment and techniques for use in advanced manned strategic aircraft (AMSA) and other advanced aircraft.

The systems are being flight tested at Holloman AFB, N. M., using a C-135 aircraft for the radar equipment tests while the precise navigation equipment is being tested in a C-141.

The radar equipment, which is installed in the wings and the nose of the C-135 to give a continuous view of a geographical area, can be used like a television camera's zoom lens to give a closeup view. The system can also freeze a particular location for precise sighting by the operator.

Computers tied in with the radar equipment automatically guide the aircraft to a particular target area.

CONTROLLED LANDING—Marine landing zone control party directs delivery of howitzer by a *Sea Stallion* helo.



Information can be fed to the computers on board before the aircraft reaches its destination, during flight and just before the cross hairs automatically align on the target.

An extremely precise camera, capable of measuring miniscule objects no larger than four hundred-thousandths of an inch, checks to make sure the target area fixed in the sight is that which was originally programmed for location by the radar equipment.

Concurrently with the radar tests, the precision navigation equipment tests are being conducted by ASD to determine which equipment will best enable an aircraft to fly from one location to another at different rates of speed and still permit aircraft personnel to determine exactly where they are.

A pilot flying at a specific, unvarying speed usually has no trouble pinpointing his location but, if he changes speed and varies it often, fixing the plane's exact location can be a problem.

With inertial guidance, the test system's computer only needs to know the starting point. After that, the master and slave navigation systems will automatically calculate the aircraft's location so the pilot knows where he is at all times.

★ ★ ★

THE U. S. COAST GUARD, engaged in its 54th operation of the International Ice Patrol which began late in February, is using some exotic devices to detect and track icebergs that imperil shipping in the North Atlantic.

At the head of the list of equipment, reminiscent of science fiction apparatus, is a laser beam used in connection with radiometers, radar and a weather satellite.

The laser beam uses natural light energy in contrast to the artificially produced energy of radar. This permits faster and more precise identification of objects in water than is possible with radar alone. For instance, once an object is picked up on the radar screen, the laser equipment is used to identify it and determine its drift pattern.

Another important weapon in the war against icebergs is the radiometer. It operates on the principle that all objects emit varying degrees of electromagnetic radiation, thereby providing their own signatures by which they can be identified. A major advantage of the radiometer is its capacity to function during periods of poor visibility.

Like the laser, radiometry can be combined with radar to detect and identify icebergs. Combined with the laser, the radiometer shows some promise of possible use in search and rescue operations, another study undertaken by the Coast Guard.

In addition to the laser and radiometry sensitive equipment, the newest *Nimbus* satellite, scheduled for a 1968 launch, is equipped with special sensors for studying icebergs. It is also equipped with a TV camera and transmitting system, and an infrared spectrometer to measure atmospheric and surface temperatures.

The Coast Guard hopes the information gathered by the *Nimbus* will eventually reduce the need for aerial reconnaissance. (CG aircraft stationed for the duration of the ice season at Argentia, Newfoundland, began their reconnaissance flights late in February.)



COUNTERINSURGENCY—Three Air Force A-37 aircraft lift off Bien Hoa runway on their way to a combat strike.

Another experiment being conducted by the ice-studying Coast Guard patrol involves the use of an oceanographic buoy that has been placed in the core of the North Atlantic Labrador Current. Placed in the current in April, the buoy was to record the current's temperature, speed and direction until the following month. This is the first time the CG has experimented with such a buoy.

A post-season investigation of the current will be conducted by the oceanographic ship USCGC *Evergreen* (WLB 295), which will study its origin, size and course. The current is responsible for carrying most of the icebergs into the North Atlantic. During an average season, an estimated 400 bergs reach the shores of Newfoundland.

This is the first major glacier study made by the Coast Guard since 1940. The patrol's initial studies began two years after the staggering loss of ss *Titanic* and 1500 of her passengers off Newfoundland in 1912. Since then, observations seem to indicate that iceberg production is cyclic; exceptionally heavy ice seasons tend to be followed by light ones. Indications are that this year's ice season—March to July—is proving to be a heavy one.

HUSKIE TAKEOFF—An Air Force HH-43 Huskie helicopter takes off on a rescue mission from base in Vietnam.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **UNIFORM CHANGES**—Several uniform changes recommended by the Navy Uniform Board have been approved by the Chief of Naval Operations.

Some of the new uniform items will not be immediately available to Navy men because a lead time is required for adoption of official specifications and for industrial production.

Here is a list of the new uniform items with a description and other pertinent information concerning them:

• A new style raincoat to replace the current model has been approved for Navy men in pay grades E-6 and below.

The new raincoat will be a five-button, fly front, single-breasted style made of a five-ounce polyester/cotton poplin.

Unlike the current model, the newly approved raincoat will have no belt and the pockets will have through vents for greater ease in reaching your wallet.

The new model will have a stand-up collar and the back will have no vent. The sleeves will be in a split shoulder style with raglan back and no tabs. They will be quarter-lined with a nylon self-fabric.

When the new raincoat goes into production in about two years, there will be an optional period of four years after the new model enters the supply system during which either the old or the new may be worn.

The cost of the new raincoat will

be substantially the same as the model now in use.

• Black shoes of synthetic leather substitutes are authorized for all Navy men as they see fit. Leather substitutes, as every Navy man knows, have been on the market for some time.

• A new style glove in both black and white has been adapted from

Introducing AW— Aviation ASW Operator

A new aviation rating has been established. Called the Aviation Anti-submarine Warfare Operator (AW), the new rating will free aviation maintenance types from their "operator" duties, and allow them to concentrate on their primary maintenance job.

Airborne ASW equipment has become more and more complex, and thus requires a high degree of skill to operate it effectively. The assignment of maintenance ratings to operate this equipment has proved to be unsatisfactory. Hence, the new rating.

The first men assigned to the new rating are being chosen by a BuPers selection board this month, and the first crop of AWs will sew on the new rating badge on 1 Sep 1968.

The first Navy-wide advancement exams for AW will be given in February 1969. Study Guides will be available in August 1968, and Course books will be ready by July 1969.

an Army design and approved for the Waves.

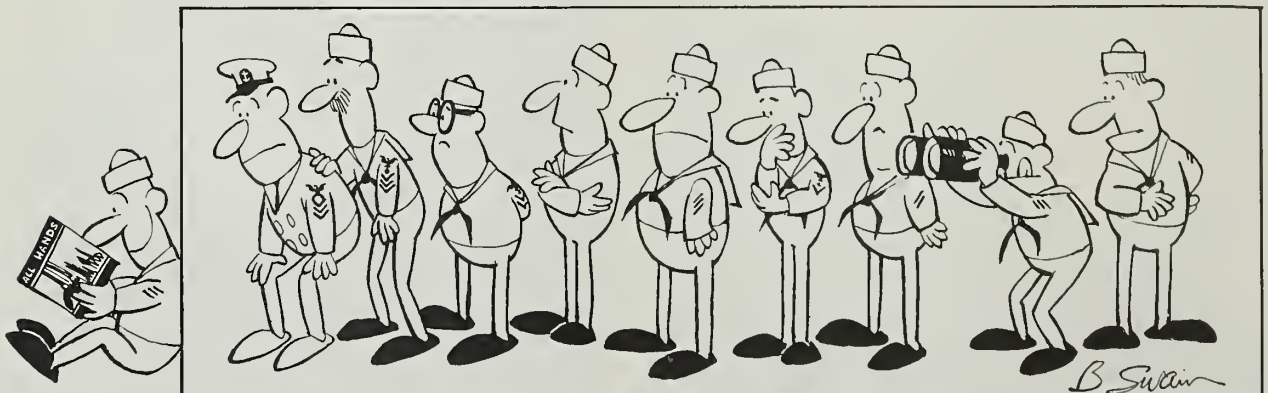
• New line devices for Warrant Operations Technician and Warrant Data Processing Technician insignia have been established. Manufacturers' specifications for the new insignia are expected by the latter part of this year. Production of the insignia probably will begin shortly thereafter.

• **EDUCATION RECORD**—Your educational achievements will be a matter of record by the end of the year.

This, in effect, was the word contained in BuPers Notice 1560 (11 Mar 1968), which announced introduction of a new Individual Educational Record and explained to all commands how the form should be worked up for each active duty Navy man and woman by 31 December.

The IER form (NavPers 1560/2) was designed to aid Educational Services Officers in summarizing the on- and off-duty study, schooling, course completions and other educational achievements of individual Navy men and women. It replaces the often incomplete ESO data sheets prepared by some commands, and, for ships and stations which have not been taking note of individual educational accomplishments, gives them something to work with.

The form is a 10- by 15-inch card which folds once to fit the standard service record. It contains ruled-off spaces for entries on, among other things, educational counseling received, civilian, service and Fleet schools attended; diploma and degrees received; GED and USAFI tests and results; and Navy courses and educational qualifications which



DON'T LET ALL HANDS Magazine get out of the picture. Remember there are nine other shipmates waiting to see it.

the Navy man or woman has completed.

Each ship and station ESO is to keep the form up to date, and, at the time of the individual's transfer, will see that it is placed in the service record for delivery to the new command. At time of discharge, the form will be turned over to the individual for his or her personal files.

Seamen in Some Ratings May Now Request Diver Training

A shortage of divers in the Fleet has made it possible for seamen (E-2) to apply for second class diver training at NTC, San Diego, upon their graduation from certain Class A Schools. Previously, only third class petty officers and above were eligible.

Applicants must be designated strikers or petty officers in the ratings of boatswain's mate, builder, damage controlman, electrician's mate, engineman, gunner's mate, machinist's mate, mineman, machinery repairman, shipfitter, steelworker or torpedoman's mate.

During the ten-week course, students are introduced to diving physics and techniques, search, salvage and repair procedures, and methods of working with conventional diving equipment.

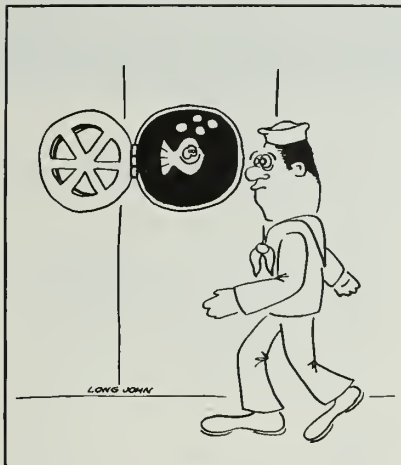
Volunteers must be recommended by their commanding officer, be psychologically and physically adapted to diving, first class swimmers, and make a test dive in a deep-sea diving suit. Qualifications during the course call for students to dive to a depth of 200 feet.

The academic requirement for admission to the school is a combination of the arithmetic and mechanical scores totaling 105 points. Individuals who do not meet this minimum standard, but who are otherwise qualified and demonstrate an exceptional motivation toward diving duty, may request a score waiver.

Such requests must be accompanied by the commanding officer's recommendation and forwarded to the Chief of Naval Personnel for consideration. Final determination on eligibility for instruction will be made by a Navy diving officer after a personal interview has been conducted with the applicant.

Article C-7408, *BuPers Manual*, lists the qualifications that must be met by individuals aspiring to become Navy divers.

John A. Long, ATN2, USN



• **SOCIAL SECURITY NUMBERS FOR USAFI**—Navymen who want their applications for USAFI tests and/or courses processed without delay should remember that Social Security account numbers are now required on all United States Armed Forces Institute application forms.

Although Social Security account numbers have been required by USAFI since 1 Jan 1968, numerous applications still must be returned because this information is missing.

Educational services officers have been directed to use only application forms which provide a space for Social Security account numbers and to check the forms before sending them to USAFI. Nevertheless, the primary responsibility for including the Social Security account number on the application lies with the applicant.

Melville Murray, LT, SC, USNR



"Hey, are you sure this is where we're supposed to pick up Gemini?"

Temporary Lodging Allowance Regulations Liberalized

You and your dependents may now draw temporary lodging allowance during occupancy of guest houses, exchange hotels or similar transient facilities which are under the jurisdiction of the government and operated with nonappropriated funds.

This, in essence, was the word contained in NavCompt Notice 7220 (1 Mar 1968), which announced a modification to the laws which govern payment of TLA. The ruling became effective 23 Feb 1968. Here's what it involves:

TLA, as such, is generally paid to reimburse you for the extra expenses you incur while living in hotel-type accommodations while awaiting permanent housing overseas, and before departure from overseas on permanent change of station. Daily rates vary from one area to another, and generally are figured by multiplying a given travel per diem allowance by a percentage factor based on the number of authorized TLA recipients in your travel party.

Before a recent ruling, *Joint Travel Regulations* did not provide for TLA to be paid to servicemen and dependents who occupied quarters in government-owned or -leased transient facilities, even though the quarters were operated with nonappropriated funds and the temporary occupants were required to pay rental or service charges.

Now, when you occupy hotel or hotel-like accommodations in such a facility (guest house, exchange hotel, visiting officer's quarters, etc.), under the jurisdiction of the government and operated with nonappropriated funds, the amount of the TLA will be equal to one-half of the daily amount of the TLA authorized within the given area, plus the amount of the rental or service charge you pay for the transient quarters.

However, if meals are available in a government mess, your TLA is reduced by 14 per cent per meal, and in no instance may you draw more than the maximum TLA you'd receive while living in commercial hotel-type accommodations and eating in restaurants.

An appropriate change to JTR was scheduled to be issued on 1 May.

THE BULLETIN BOARD

Uniformed Services Health Benefits Program—

Payment for Civilian Medical Care Under CHAMPUS

THE MILITARY MEDICAL BENEFITS Amendment Act of 1966 has greatly expanded the medical care coverage available for dependents and retired personnel. As a result, many questions concerning the Act have arisen.

The Bureau of Medicine and Surgery is providing answers to these questions in four-day seminars held in Washington for representatives from the Naval Hospitals and other major medical facilities. These representatives are then able to answer inquiries and provide assistance on dependent medical care at their own commands.

In order to assist other commands in meeting their responsibility of disseminating this information, the Bureau of Medicine and Surgery, upon request, will conduct at the parent command briefings for Commanding Officers or their senior representatives. The presentation may be tailored to meet the specific needs of the group, with the length varying from a one-hour review to a full day seminar.

To avoid confusion, it should be noted, that the *Uniformed Services Health Benefits Program* (USHBP) is the title of the program of care both in uniformed services facilities and at civilian sources, whereas the term *Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)* applies only to that portion of the USHBP which pays bills for medical care at civilian sources. The term *MEDICARE* (which is now used by Social Security) was the old term for what is now called the USHBP. The terms *CHAMPUS* and *USHBP* are not synonymous.

The following question-and-answer report contains some valuable information about the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). When you have finished reading this, pass the word on to the eligible beneficiaries in your family.

1. *What is the Civilian Health and Medical Program of the Uni-*

formed Services (CHAMPUS)?

This is a program under which beneficiaries may receive a wide range of civilian health care services with a significant share of the cost paid for by the Government.

2. *Who is eligible for CHAMPUS benefits?*

The following categories of persons are eligible for CHAMPUS benefits:

- Spouses and children of members serving on active duty under orders which do not specify a period of less than thirty-one days.

- Retired members (and former members) entitled to retired, retainer or equivalent pay and their spouses and children.

- Spouses and children of members who die while serving on active duty or while entitled to retired, retainer or equivalent pay.

3. *Are all health care services payable under CHAMPUS?*

No. While the range of benefits is very great, not every health care service is payable. Some examples of health care services not payable under the program are domiciliary or custodial care, dental care (except as a necessary part of medical treatment), spectacles, hearing aids, and well-baby care.

William Maul, CTC, USN



"Well, don't just sit there, Snyder . . . Give the young lady a seat . . ."

4. *Does the Government pay the cost for authorized health services?*

No. CHAMPUS is a cost-sharing program. The Government pays a significant portion of the charges determined to be reasonable, and the patient pays the remainder. A charge is allowable under the program if it has been determined to be reasonable.

5. *How are charges determined to be reasonable under CHAMPUS?*

Claims for payment are submitted to civilian agencies under contract with the Government to serve as fiscal agents for the program. In determining if a charge is reasonable, the fiscal agent takes into account the customary charges made by the physician, and the prevailing charges of other physicians in the community for similar services. If the care furnished involves unusual circumstances and professional effort, this also is taken into account. Similar procedures are used to determine reasonable charges for services allied to medicine. Hospital charges are determined to be reasonable when they are the customary charges of that hospital. A charge determined to be reasonable is allowable under CHAMPUS.

6. *How much of the charge must the CHAMPUS beneficiary pay?*

Spouses and children of active duty members:

- **For Inpatient Care:** must pay the first \$25 of the hospital charge or \$1.75 a day, whichever is greater. The Government pays the remainder of the reasonable charges.

- **For Outpatient Care:** (for example, visits to the doctor's office or clinic), must pay the first \$50 (the deductible) each fiscal year, plus 20% of the charges over the \$50 deductible. However a family with two or more eligible beneficiaries receiving care pays a maximum of \$100 each fiscal year, plus 20% of the charges in excess of \$100. The Government pays the remainder of the reasonable charges.

All other eligible beneficiaries:

- **For Inpatient Care:** must pay

25% of the hospital charges and fees of professional personnel. The Government pays the remainder of *reasonable* charges.

- **For Outpatient Care:** must pay the first \$50 (the deductible) each *fiscal* year, plus 25% of the charges over the deductible. However, a family with two or more eligible beneficiaries receiving care pays a maximum of \$100, plus 25% of the charges in excess of \$100. The Government pays the remainder of the *reasonable* charges.

7. *Do all civilian sources of health care participate in CHAMPUS?*

No. Participation in the program is entirely voluntary for the physician and all other sources of health care.

8. *What does "participation" mean?*

The physician or other source of health care participates in CHAMPUS by:

- Providing authorized care to the CHAMPUS beneficiary.
- Submitting the claim to the fiscal agent for payment. This claim includes an agreement to accept as full payment for his services the amount authorized as payable under the program.

9. *If a beneficiary obtains care from a physician or other source of health care who chooses not to participate in the program?*

Under these circumstances the patient would have no choice but to pay the bill in full. The patient may then submit a claim for reimbursement, for the Government's share of the allowable charge, attaching to the claim form a receipt marked "Paid" and signed by the source of care or an authorized agent. Such receipts must indicate specifically the name of the patient, diagnosis, service provided and dates thereof, and the charges. Drug receipts must indicate the name of the patient, and prescription number, the date filled, and the amount charged. In the case of insulin, no prescription number is required but the receipt must specifically state that it is for insulin.

10. *When a beneficiary pays charges which exceed those determined to be reasonable under CHAMPUS will he be reimbursed in full?*

No. The beneficiary can never be

Ken Duggan



"We're a little shorthanded, but Higgins manages to keep the place going."

reimbursed more than the Government's share of the reasonable charges. In this situation the beneficiary must absorb not only his share

of the charge determined to be reasonable, but also any amount over the reasonable charge. *If the patient had obtained services from a participating physician, he would not have had the additional amount to pay.* The sponsor or patient can ask at the time of initial visit whether the physician or other source of health care agrees to the terms of participation as outlined in question 8.

11. *Where can I get further information about CHAMPUS?*

Detailed information about medical care from civilian sources under the Uniformed Services Health Benefits Program may be obtained from: The nearest uniformed services medical facility, or, The Executive Director, Office for the Civilian Health and Medical Program of the Uniformed Services, OTSG, Department of the Army, Denver, Colorado 80240.

NOW HERE'S THIS

Vanguard Completes Decade in Space

VANGUARD I, this country's second successful attempt to orbit the earth, quietly celebrated its 10th birthday in March. The pioneering satellite, developed by the Naval Research Laboratory, last its solar-cell-powered voice in 1964.

The grapefruit-sized vehicle was the first satellite launched by the U. S. specifically to gather scientific data.

During its first decade, VANGUARD I provided a wealth of information on air density, temperature ranges, and micrometeorite impact. Because of VANGUARD's stable orbit, scientists were able to map properly many islands in the Pacific, and the earth was found to be pear-shaped, not round.

Despite its current silence, the satellite continues to serve the scientific community. Ground based trackings provide data concerning the effects of sun, moon and atmosphere on satellite orbits.

VANGUARD I introduced much of the technology that has since been applied in other U. S. satellite programs. For example, it proved that solar cells could be used to power radio transmitters.

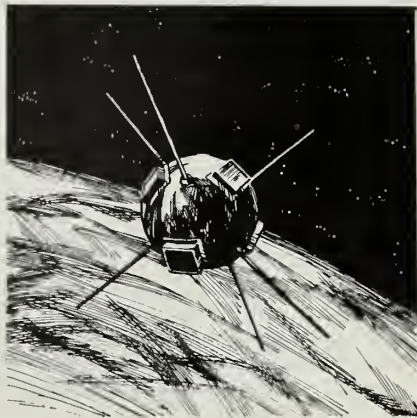
VANGUARD's solar cells continued to operate for about seven years, even though a companion transmitter powered by conventional batteries went dead after only 20 days. Solar-cell-powered batteries are now used widely.

When the satellite was launched, Naval Re-

search Laboratory scientists laid out a worldwide tracking system called Minitrack. Many of the principles embodied in the Minitrack system were later used by NRL scientists to develop a Space Surveillance System which can detect unannounced, radio-silent satellites passing over the U. S.

The three-pound satellite, fired into orbit from Cape Canaveral (now Cape Kennedy), followed America's first successful orbital shot, EXPLORER I, by about six weeks.

Scientists now figure the original 200-year life expectancy given VANGUARD I may be conservative. It will probably last 2000 years.



Incentive Plan for Reenlisting in Hostile-Fire Areas

SINCE 1967, servicemen in Vietnam have been encouraged to reenlist or to extend their enlistments for at least six months. The incentive for the increased service was 30 days of special leave any place in the world where U. S. servicemen on leave are permitted to travel. Free round trip air transportation to and from a single point was also included in the incentive plan.

BuPers Inst 1050.9B now offers this incentive to Navy men serving in all locations designated by the Department of Defense as hostile-fire areas.

The conditions for receiving the special leave and the free transportation are the same as those outlined in Public Law 89-735 for men serving in Vietnam:

Any Navyman who reenlists or extends or by any other voluntary action lengthens his required duty tour in a hostile-fire area for at least six months, is given a 30-day special leave period and transportation to and from a location the Navyman himself selects.

To be eligible for this incentive, a man must be stationed in a hostile-fire area for 12 consecutive months or be permanently assigned on a 12-month Southeast Asia unaccompanied tour and regularly engaged in a hostile-fire area.

Navy men embarked in afloat units toured for 12 months are considered to be in a hostile-fire area even though the unit's home port may be outside Vietnam. Commander Naval Forces, Vietnam determines unit eligibility.

Navy men who are physically stationed in Vietnam for 12 months are, of course, considered to be in a hostile-fire area.

Requests for extensions of service in a hostile-fire area must be submitted in writing to the Bureau of Naval Personnel at least four months before the applicant's normal tour of duty ends and the application must be approved by the Chief of Naval Personnel.

The 30-day leave offered as an incentive for extended service in a hostile-fire zone is in addition to reg-

ular leave and will not be charged or credited to leave which has accrued or may accrue.

The entire 30-day special leave must be taken at one time in a time frame from 90 days before the Navyman completes his normal tour of duty to 30 days after that date unless operational commitments dictate otherwise.

Ordinarily, a Navyman who extends his tour of duty in a hostile-fire area will continue to serve in the same activity or unit during his extension. Nevertheless, requests for transfers to other units or activities will be individually considered by the Chief of Naval Personnel.

Navy men may even request an extension which is conditional upon transfer to another unit or activity. However, extensions, whether or not they are conditional, cannot involve training within the continental United States and must be consistent with the needs of the service.

Once the request for an extension has been granted, it cannot be revoked if the Navyman has already begun his special leave or if he finds he is personally inconvenienced or dissatisfied by the extension.

Consideration will, however, be given to nullifying extensions which involve individual or family hardship or to those in which other unusual circumstances are involved.

As mentioned before, the special leave is granted in addition to regular leave. Accrued regular leave and reenlistment leave, however, cannot be taken in conjunction with special leave except in cases of bona fide emergencies.

Regular leave will continue to accrue during the period the Navyman is on special leave and delays en route will be charged to regular leave.

Navy men who are interested in extending their tour of duty in a hostile-fire area in order to avail themselves of the 30 days of special leave and free transportation would do well to consult BuPers Inst 1050.9B for administrative details concerning special leave.

This instruction also includes copies of forms to be used in requesting tour extensions.

NOW HERE'S THIS

This Team Approaches Its Job With Respect

A year ago, the Navy sent an ordnance disposal team to the Trust Territory of the Pacific Islands to remove unexploded World War II ammunition in order to make the area safe for agricultural and recreational purposes.

Today the work is proceeding on schedule in the Morpi region of Soipan where both the Americans and Japanese stored ammunition.

Not only is it a dangerous job, it is also plain hard work. Some of the unexploded ammo is buried in sand on the beach, some hidden in caves or underwater, and some had been stored in caves now covered by thick foliage. Much of the jungle growth is so thick that certain areas of the island must be scorched twice.

When the explosives are uncovered, they are carefully—exceedingly carefully—carried over narrow trails to possible roads and then to disposal areas.

Less sensitive ammunition is taken in trucks to a seashore cliff and dumped into the deep water below.

During one month, 226 tons of live ammunition and 25 tons of deadweight material—other than explosives—were disposed of. The clearing job is expected to be completed by next February.



CI/SERE Training for Navymen Headed for Vietnam Duty

ALL NAVYMEN with orders to Vietnam are normally given counterinsurgency/survival, evasion, resistance and escape (CI/SERE) training before they leave the United States.

The training program takes at least three weeks and, as the name implies, includes training in counterinsurgency, weapons indoctrination and survival, evasion, resistance and escape which are taught in field problems simulating combat conditions found in Vietnam.

These field problems often take place at the U. S. Naval Amphibious Base at Little Creek, Va. (for Navymen stationed east of the Mississippi River), or at the U. S. Naval Amphibious Base at Coronado, Calif. (for those west of the Mississippi).

The portion of this training which is devoted to survival, evasion, resistance and escape is given at Warner Springs, Calif.; Whidbey Island, Wash.; Camp A. P. Hill, Va.; or Camp Pickett, Va.

Navymen assigned to CI/SERE training sites should bear in mind that annual temperatures at these locations range from 125 degrees to zero degrees. Students should bring regulation clothing to accommodate temperatures which frequently vary as much as 50 degrees during a 24-hour period. Civilian clothing is not authorized during the SERE portion of the training.

Students must have an up-to-date Geneva Convention Identification Card and a set of identification tags in their possession before they report for training.

The following items are considered to be minimum equipment: towel, extra socks, khakis and/or dungarees (at least two complete uniforms), cap or hat, jacket and/or jersey, toilet articles, sun glasses, flashlight, lip ice, gloves and, for Little Creek students being trained from November through March, long underwear.

Other equipment will be provided by the Fleet Airborne Electronics Training Unit, Pacific Fleet, and by the U. S. Naval Amphibious School at Little Creek.

Students receiving training at Coronado are usually granted liberty from 1630 to 0730. Those at Little Creek are given liberty from 1630 to

0745. No liberty, however, is granted during the six days of SERE training.

Navymen ordered to training at Little Creek (5th Naval District), Coronado (11th Naval District), Mare Island (12th Naval District), or Whidbey Island (13th Naval District) are subject to the following uniform regulations:

Service dress blues for all personnel in the 5th ND are worn from 18 September to 31 March; those in the 11th ND wear service dress blues from 24 October to 5 June; those in the 12th ND wear them all year and men in the 13th ND wear them from 26 Oct to 16 May.

Service dress khakis are worn by officers and chiefs in the 5th ND from 27 April to 22 October; those in the 11th ND wear khakis from 5 June to 24 October; officers and chiefs in the 12th ND wear them from 1 April to 31 October (optional) and those in the 13th ND wear dress khakis from 16 May to 25 October.

Service dress whites are worn by other enlisted men from 1 April to 17 October by those in the Fifth ND, from 5 June to 24 October by those in the 11th ND. Enlisted men below chief in the 12th ND wear service dress whites from 1 April to 31 October (optional) and those in the 13th ND wear service dress whites

from 16 May to 25 October.

Working khakis or dungarees are required at all locations during active training periods.

There are no regulations which specify the quantity of clothing to be taken to Vietnam, but Navymen should remember that laundry facilities and resale activities are scarce in some areas.

In places like NSA Da Nang and for men assigned to the 30th Naval Construction Regiment, the need for white uniforms is held at a minimum. Others who are assigned to shore duty in the Republic of Vietnam, however, will need the following items of clothing:

Officers and CPOs will need two tropical white long uniforms, six tropical khaki long uniforms (wash khaki trousers and short sleeve khaki shirts).

Enlisted men in pay grades E-6 and below will need four tropical white long uniforms and six dungaree uniforms.

Navymen assigned to field activities are usually issued two sets of lightweight, green fatigue uniforms and lightweight combat boots when they check in at Vietnam.

Clothing and equipment issued before departure from the United States and that which is used and retained during training must be taken to Vietnam.

Seabees on straight line transfers or those passing through CB centers should have work uniforms. These will be issued by the Naval Construction Regiment making the transfer. Minimum requirements are one dress blue and two undress whites. Other uniforms should be stored as the *Joint Travel Regulations* prescribe.

Except for short periods of overhaul or upkeep or when on logistics lifts, some ships are continuously deployed to Southeast Asia. Officers and chiefs assigned to these ships should have one service dress khaki uniform and one service dress blue uniform in addition to those needed for ashore Vietnam duty which are listed above.

Men in pay grades E-6 and below will need an additional service dress blue uniform and two undress blues.

Navymen are authorized by BUPers Inst 1300.37A to travel to Viet-

Charley Wise, HMCS, USN



"Yeh, I know it adds class . . . but . . ."

nam without a complete seabag and are encouraged to store or ship home uniform items which are not needed such as winter uniforms. Two sets of washable slacks, two sports shirts and/or lightweight suit/sport coat may be brought along for liberty.

The instruction also recommends that officers and chiefs arrive in Vietnam wearing tropical khaki long uniform and that other enlisted men wear white long uniforms.

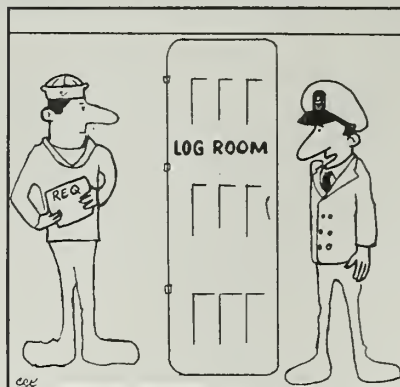
For the convenience of U. S. servicemen in Vietnam, two United States banks have opened branches in Saigon which service checking accounts. Savings and time accounts, however, cannot be opened at either of these branches.

Military banking facilities are available and pay five per cent quarterly on deposits which did not fall below \$100 during the quarter. No service charge is made against individual checking accounts and checks are free.

These banks also sell U. S. Savings Bonds, travelers' checks, bank money orders and bank drafts subject to regulations of the Commander, U. S. Military Assistance Command, Vietnam.

Checks drawn against accounts in

Charles R. King, SK2, USN



"Dinwiddy, go back and tell the engine room gong they'll have to go elsewhere for logs to light off the boilers."

Vietnam are negotiable in Vietnamese piasters at the current rate or for military payment certificates. In rest and recreation areas, checks may be cashed for dollars, MPCs or the local currency.

All accounts in Vietnam must be closed out upon transfer from the country.

Officers will need about \$100 when they arrive in the country and enlisted men should have at least \$50 in personal funds.

All Navymen, regardless of their rank or pay grade, can save themselves considerable inconvenience if they will ensure, before leaving the United States, that their service records and other official affairs are current.

Families left at home can also be saved unnecessary trouble and perhaps anguish if men going to Vietnam will leave their personal affairs in order (allotments, will, necessary legal arrangements such as power of attorney, and family affairs).

Dependents should be told that, in all cases of emergency, verification of the emergency by the American Red Cross is necessary before overseas commanding officers can take action concerning leave.

Considerable time can be saved if the folks at home obtain this verification immediately. Additional assistance will then be provided upon request by any major military installation.

For the sake of the record, Navy-men going to Vietnam do not need a passport nor will they need one to visit any country on authorized rest and recreation trips. One may be needed for visiting these countries while in a leave status.

Orders to Vietnam Mean Many Important Chores Before Final Departure

To avoid excessively long individual transfer directives, the Bureau of Naval Personnel has issued a list of supplementary items to be included in orders for Navymen assigned to Vietnam.

Navy personnel offices have an obligation to see that men assigned to Vietnam, either ashore or in ships, have complied with the procedures outlined in the list and have the documents they will need in Vietnam before they leave the United States.

Although it is not the direct responsibility of the man who receives the orders, a checklist of things which must be done and documents which he must have might save considerable trouble at a future date.

Here is the action which should be taken by personnel officers concerning men assigned to Vietnam. Everything discussed should be done before the Navyman concerned

leaves the United States.

- Enlisted men should have sufficient obligated service to complete their training and serve 12 months in Vietnam.

- Inasmuch as dental facilities in Vietnam are limited, necessary dental work should be completed before embarkation.

- Those ordered to training for more than three weeks and those with orders specifying secret clearances should have the clearances verified.

- Security investigations should be initiated for those who need clearances and do not have them and the ultimate duty command should be informed of the result. If secret clearances are obviously out of the question, orders should be held in abeyance and the Chief of Naval Personnel notified.

- Any man whose uncorrected vision is 20/70 or weaker should

have spectacle insert fittings for the MARK 7 CBR protective mask. These are made at Williamsburg, Va., and should be ordered by air mail; the mask size should be included in the order.

When the protective mask is ready, it will be sent either to Da Nang or to Saigon, depending upon the Navyman's destination.

- Ensure that a new record of emergency data is made.

- Every man should have an up-to-date Geneva Convention Identification card and identification tags in his possession.

- All Navyman should be given a one-month supply of chloroquine-primaquine tablets and be instructed to take the first weekly tablet at least 24 hours before entering Vietnam as a protection against malaria.

- Travel orders should specify that travel of dependents and shipment of household goods to ultimate

duty station are not authorized; that importation of privately owned firearms is prohibited. Complete travel instructions should also be given. The exact wording is given in BuPers Inst 1300.37A.

- Navy men with orders to Vietnam should be told what uniform items and other personal gear are not required in Vietnam and informed that unnecessary items can be stored at government expense. Storage should be arranged before the man leaves the United States.

- Everyone with orders to Vietnam should be informed of the 10 per cent interest benefits of the Savings Deposit Program.

- All married men should be informed concerning DOD family housing units available to families of men assigned on unaccompanied tours.

All travel orders should be issued, when possible, so that men going to Vietnam can take advantage of the maximum delay en route before reporting to their training activity. Once training has begun, emergency leave is the only type which will be granted.

Personnel offices should hold orders in abeyance if a Navyman ordered to Vietnam is not yet 18 years old. No orders should be issued directing Navy men to land-based activities in Vietnam during the first four months of naval service and enlisted men, except for hospital corpsmen and Group VIII personnel, are not to be assigned involuntarily

to a second 12-month Vietnam tour ashore or on a Vietnam nonrotated ship within three years of the completion of their previous tour.

Complete details concerning supplementary items to be included in orders to personnel assigned to duty in Vietnam can be found in BuPers Inst 1300.37A.

Rules Concerning Shipment Of HHE If You're Deployed To Vietnam or Restricted Area

A word of caution may be in order regarding your entitlement to transportation for your dependents and the shipment of your household goods if you are being deployed to Vietnam or any other place outside the continental United States where dependents' travel is restricted.

Keep in mind that a sailing or movement order of a vessel, aircraft squadron, construction battalion, or other mobile unit does not normally constitute a change of station that would entitle you to transportation for dependents and the shipment of household goods at government expense.

You must: (1) Be in receipt of orders which effect a permanent change of station between units or activities having different locations; OR (2) there must be a CNO-directed change of home yard and/or home port; OR (3) you must be serving with an operating unit designated by CNO for deployment for a contemplated period of one year or more. If you are serving in pay grade E-5 or above, or E-4 with more than four years of service on the effective date of your PCS the Navy will, if otherwise entitled, pay your moving expenses.

If your PCS is from a place within CONUS to a place outside CONUS where your dependents are prohibited from joining you—such as Vietnam—the Navy will pay for your dependents' travel and the shipment of your household goods from their location when you received your PCS orders to any other place in the United States. The travel may not exceed the distance from your last permanent duty station to the designated place.

Instead of moving your family and household goods to another place in

the United States, you may move them to Puerto Rico, Alaska, Hawaii or any territory or possession of the U. S. However, this requires the approval of the Bureau of Naval Personnel under the provisions of paragraph M 7005-2, Item 3, *Joint Travel Regulations*.

If approval is not granted, or if travel is contemplated to any other place outside the continental United States, your entitlement will be limited to the point of actual departure from the U. S.

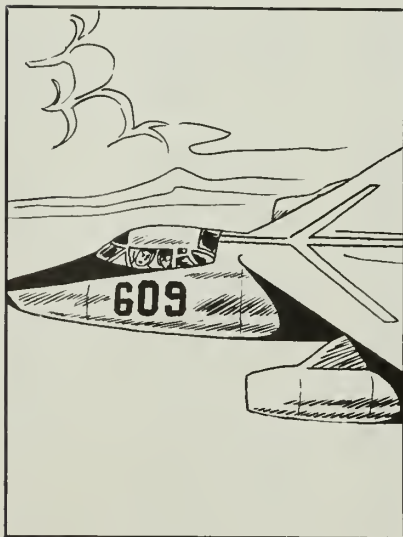
If your PCS is from a place outside CONUS and your dependents are residing outside CONUS when you receive your PCS orders to a restricted area, you may move your dependents and household goods to any location outside CONUS where dependents' travel is permitted. This, too, requires advance approval of the Bureau of Naval Personnel under the provisions of paragraph M7005-3, Item 2, *JTR*.

In all cases where travel is being performed to a designated place, it must be with the intent of establishing a bona fide residence.

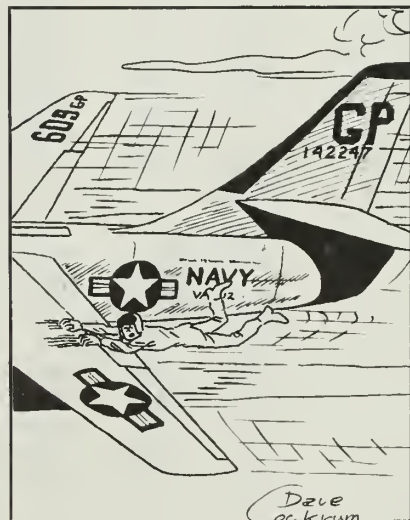
If you contemplate moving dependents outside CONUS, consideration should be given to the expenses involved.

As a rule, government housing is not available and civilian rentals may be expensive and scarce. Exchange and commissary privileges may not be available or may be extremely limited.

David E. Cockrum, YN3, USN



"Tell that nut to stop clowning around . . .



and get back in here!"

Now's the Time to Make Plans for Seavey Segment B-68

IT MAY BE TIME to think about moving ashore if you've been on sea duty since the latest cutoff date established for your rate and rating.

Beginning next October, thousands of Navymen will be transferred to shore duty under Seavey segment B-68. Chances are you'll be one of them, provided, of course, you meet the appropriate sea duty commencement date cutoff, plus other basic Seavey requirements.

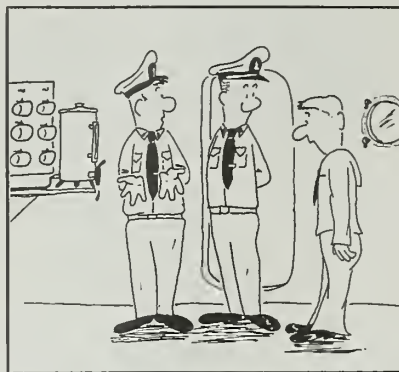
Transfers under the new segment will take place during the period October 1968 through January 1969. You are eligible if you:

- Began a continuous tour of sea duty on or before the month and year specified for your rate and rating (see list below).
- Were "on board for duty" on 1 Mar 1968 (effective date of Seavey segment B-68).
- Are obligated to serve on active duty until September 1970 or later.

Also, if you are serving on toured sea duty or overseas shore duty which counts as sea time for rotation, you must have a tour completion date which falls within the transfer months of the segment—October 1968 through January 1969, inclusive.

BuPers Notice 1306 (22 Mar 1968), which announced the new segment and cutoff dates, emphasized that once you receive orders to shore duty, only the "most unusual circumstances" will cancel them.

P. McVoy, LTJG, USNR



"He made the coffee out of the saltwater deep sink this morning, but how can I say anything? No one noticed."

However, in order to receive orders ashore as soon as possible, you should indicate choices for both continental U. S. and preferred overseas shore duty, thereby giving the Seavey placement officer some leeway in assigning you.

If you absolutely do not want overseas service (which counts as shore duty for rotation purposes), you must say so when you fill out block 11 of your rotation data card. You then will not receive an overseas assignment, unless there's some urgent requirement which cannot be filled by somebody else. Keep in mind, though, that there may be some delay in your orders while the assignment people find a spot for you in CONUS.

If you request assignment to overseas shore duty which counts as sea duty for rotation, you are cautioned that you might wind up with an unaccompanied tour because such areas may have limited dependent entry provisions or insufficient family accommodations.

Here are some other points regarding the new Seavey segment:

- If you hold a primary Navy Enlisted Classification which is undergoing conversion (XX99), Seavey considers you to be in the rating to which you are converting.

- You will not automatically be extended at sea if you reach a tour completion date sometime later than January 1969. Rather, you would be considered for rotation in the Seavey segment in effect at the time.

- A change in your rate after 1 Mar 1968 does not alter your eligibility for the Seavey.

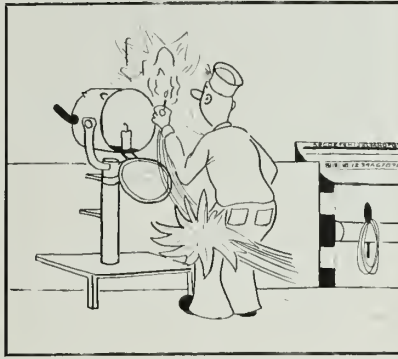
- You should complete a rotation data card if you've been on preferred overseas shore duty since 1 Jul 1966, meet the sea duty commencement date cutoff of Seavey segment A-66, and your tour completion date falls within the period October 1968 through January 1969. If you've already been recorded in the Seavey, you should check with your personnel office to make sure your duty preferences are up to date.

Here are the sea duty commencement date cutoffs for rates and ratings under Seavey segment B-68:

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
BMC	NOV 64	STC	JUN 64	GMT2	JUL 66	FTBC	MAY 65	ETR2	MAR 66	RM1	JAN 65
BM1	DEC 62	ST1	DEC 63	GMT3	JUL 66	FTB1	MAY 65	ETR3	NOV 65	RM2	JAN 65
BM2	MAR 62	STG2	SEP 64	GMTSN	JUL 66	FTB2	JUL 64	ETR5N	NOV 65	RM3	JAN 65
BM3	MAR 63	STG3	DEC 64			FTB3	MAR 62			RMSN	JAN 65
BMSN	MAR 63	STG5N	DEC 64	GMGC	JUN 64	FTBSN	MAR 62	DSC	OCT 66		
		ST52	SEP 64	GMG1	MAR 61			DS1	OCT 66	YNC	OCT 66
QMC	OCT 62	ST53	DEC 64	GMG2	JUL 61	MTC	JUN 65	DS2	JUN 66	YN1	OCT 66
QM1	JAN 62	ST55N	DEC 64	GMG3	MAR 61	MT1	JUN 65	DS3	FEB 65	YN2	OCT 66
QM2	MAY 64			GMGSN	MAR 61	MT2	JUN 65	D55N	FEB 65	YN3	OCT 66
QM3	DEC 64	TMC	JUN 66			MT3	SEP 63			YN5N	OCT 66
QMSN	DEC 64	TM1	OCT 64	NEC 5332	APR 63	MT5N	SEP 64	IMC	APR 65		
		TM2	DEC 63					IM1	APR 64	CYN3	AUG 65
SMC	DEC 65	TM3	NOV 65	FTGC	JAN 65	MNC	JUL 66	IM2	APR 64	CYN5N	AUG 65
SM1	APR 60	TMSN	NOV 65	FTG1	JAN 64	MN1	JUL 66	IM3	OCT 61		
SM2	JUN 61			FTG2	DEC 63	MN2	JUL 66	IMS5N	OCT 61	PNC	OCT 66
SM3	JAN 61	GMMC	DEC 65	FTG3	DEC 63	MN3	JUL 66			PN1	SEP 66
SMSN	JAN 61	GMM1	MAY 63	FTGSN	DEC 63	MNSN	JUL 66	OMC	MAY 64	PN2	OCT 66
		GMM2	DEC 63					OM1	NOV 64	PN3	JUN 66
RDC	FEB 64	GMM3	JAN 63	FTMC	OCT 66	ETC	OCT 66	OM2	JUN 65	PNSN	JUN 66
RD1	NOV 61	GMM5N	JAN 63	FTM1	NOV 64	ET1	JUL 66	OM3	MAY 64		
RD2	NOV 61			FTM2	OCT 63	ETN2	APR 66	OMS5N	MAY 64	SKC	AUG 64
RD3	NOV 64	GMTC	SEP 66	FTM3	OCT 63	ETN3	OCT 66			SK1	NOV 63
RDSN	NOV 64	GMT1	JUL 66	FTMSN	OCT 63	ETNSN	OCT 66	RMC	JAN 65	SK2	DEC 64

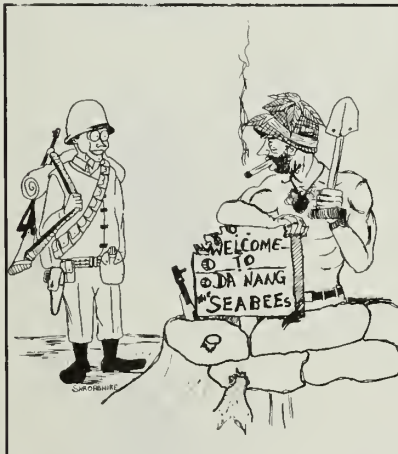
RATE SK3 SKSN	DATE JUN 66 JUN 66	RATE BRC BR1	DATE SEP 65 AUG 63
DKC DK1 DK2 DK3 DKSN	OCT 66 DEC 63 OCT 66 OCT 66 OCT 66	EMC EM1 EM2 EM3 EMFN	FEB 62 JAN 61 NOV 64 JAN 64 JAN 64
CSC CS1 CS2 CS3 CSSN	DEC 63 SEP 63 MAY 65 MAY 66 MAY 66	ICC IC1 IC2 IC3 ICFN	OCT 66 SEP 61 APR 64 OCT 64 OCT 64
SHC SH1 SH2 SH3 SHSN	SEP 65 FEB 62 DEC 61 JAN 60 JAN 60	SFC SF1 SFM2 SFM3 SFMFN SFP2 SFP3 SFPFN	OCT 61 OCT 61 APR 64 OCT 65 OCT 65 APR 64 OCT 65 OCT 65
JOC JO1 JO2 JO3 JOSN	OCT 66 OCT 66 OCT 66 OCT 66 OCT 66	DCC DC1 DC2 DC3 DCFN	FEB 66 SEP 62 JAN 65 SEP 65 SEP 65
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Robert E. Lawson, SMC, USN



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SWC	AUG 64		

Monroe S. Shropshire, CT2, USN



"Why, yes, I'm your new man, but how could you tell?"

RATE ADJC ADJ1 ADJ2 ADJ3 ADJAN	DATE MAY 65 FEB 65 FEB 65 DEC 65 DEC 65	RATE AMH2 AMH3 AMHAN	DATE JAN 66 DEC 65 DEC 65
ATC AT1 ATR2 ATR3 ATLAN ATN2 ATN3 ATNAN	AUG 66 AUG 66 DEC 65 AUG 65 AUG 65 APR 66 AUG 65 AUG 65	AMEC AME1 AME2 AME3 AMEAN	DEC 65 DEC 65 NOV 65 DEC 65 DEC 65
AXC AX1 AX2 AX3 AXAN	JUN 65 MAY 65 OCT 64 OCT 64 OCT 64	PRC PR1 PR2 PR3 PRAN	DEC 65 JUN 65 DEC 65 JUN 65 JUN 65
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ABFC ABF1 ABF2 ABF3 ABFAN	OCT 65 JUN 65 APR 65 MAR 65 MAR 65	PTC PT1 PT2 PT3 PTAN	FEB 66 FEB 66 DEC 65 DEC 65 DEC 65
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AEC AE1 AE2 AE3 AEAN	FEB 66 JAN 66 MAY 66 DEC 65 DEC 65	DTC DT1 DT2 DT3 DN	OCT 66 OCT 66 OCT 66 OCT 66 OCT 66
AMSC AMS1 AMS2 AMS3 AMSAN	AUG 65 AUG 65 FEB 65 DEC 65 DEC 65	SDC SD1 SD2 SD3 TN	MAR 66 JAN 64 OCT 63 AUG 64 AUG 64
AMHC AMH1	OCT 66 NOV 65		

Transferring HHEs When Your Ship Is To Be Commissioned

Navy men who are ordered to ships being built, fitted out, converted or reactivated, may face some unusual problems in the transportation of their personal property if they do not understand precisely what they are entitled to.

If you receive such an assignment, the best way to avoid these pitfalls is to familiarize yourself with your entitlements under the Navy's Personal Property program.

For the benefit of ALL HANDS' audience, Lieutenant Commander J. M. Hale, Director, Household Goods Division, Naval Supply Systems Command, and Mr. Richard Michaels, his assistant, have provided some expert advice outlining these entitlements. They offer this along with some answers to questions often asked.

PERSONAL PROPERTY transportation entitlements are determined by the type of orders issued whether to officers or enlisted personnel. Two types of duty are involved: Duty in connection with building, fitting out or conversion of a vessel; and temporary duty in connection with building, fitting out or conversion. In this instance, there is considerable difference between "duty" and "temporary duty."

When it is expected you will be at the building or fitting out site for more than six months before the date of commissioning, you will be ordered to *duty* in connection with building or fitting out of a ship. Two separate sets of orders will be issued.

Under the first set of orders you will be directed to duty at the site. Approximately two months before commissioning, you will be issued a second set of orders directing you to be detached from all previously assigned duties upon commissioning of the ship and to report to the ship for duty.

The first set of orders are considered orders to shore duty, and entitle you to:

- Shipment of permanent weight allowance of household goods at government expense to the site (regardless of whether the ship has yet been assigned a home port or home yard).

The second set of orders are con-

sidered orders to sea duty, and when you receive them, you are entitled to:

- Shipment of the permanent weight allowance of household goods from the building or fitting out site to the home port or home yard of the ship.

- Shipment of permanent weight allowance of household goods or transportation of a housetrailer from the building or fitting out site to a designated place in the United States.

- Nontemporary storage of permanent weight allowance of household goods for the duration of the tour of sea duty or any combination of shipment and storage of your household goods.

- Transportation of a privately owned vehicle at government expense from the closest port serving the building, fitting out or conversion site to the closest port serving the home port or home yard of the ship.

Temporary Duty—When it is expected that you will be at the building or fitting out site for less than six months before commissioning,

you will be ordered to temporary duty. When you receive orders which call for temporary duty in connection with building or fitting out of a ship and for duty on board that ship when it is commissioned, entitlement will include:

- One shipment of the permanent weight allowance of household goods. No reshipment is authorized upon commissioning of the ship and assignment of a home yard or home port (a distinct difference in entitlement from permanent duty orders.) However, you may place your HHE in nontemporary storage for a maximum period equal to the period of building, fitting out or conversion. Shipment—whether before or after commissioning—is authorized from the last duty station to either the ship's home yard or home port or to any designated place within the United States.

Please note that nontemporary storage of goods is strongly recommended rather than shipment to the home yard or home port, in view of recent situations in which ships have embarked on extensive deployments or have had extended periods of building, fitting out or conversion following commissioning. If household goods were left in temporary storage beyond the maximum 180-day period allowed, you would pay the difference. Yet, in the same situation, additional cost would not be involved if the goods were placed in nontemporary storage.

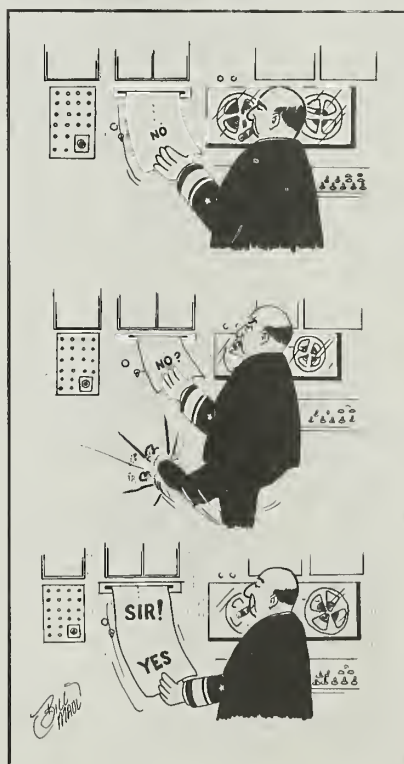
- Upon commissioning of the vessel, if household goods have been left in nontemporary storage for the period of temporary duty or in a residence at the old duty station, they may be left in nontemporary storage for the entire tour of sea duty or shipped to either the home yard or home port or to a designated place in the U. S.

- Transportation of a house trailer is authorized from the old permanent duty station to the home yard or home port of the ship or to a designated place within the U. S.

- There is no entitlement to shipment of a privately owned vehicle on these orders, even upon commissioning.

Here are some questions, with

William R. Maul, CTC, USN



their answers, which frequently arise:

1. In the case of temporary duty in connection with fitting out of a ship, if I place my goods in nontemporary storage, must I keep them there for the entire period of fitting out, or can I ship them at any time during the temporary duty period?

Answer: Nontemporary storage is for a maximum period equal to the period of temporary duty. You may have the goods withdrawn and shipped to the permanent duty station at any time before the end of temporary duty.

2. I am ordered from the Naval Training Center, Great Lakes, to temporary duty in connection with the fitting out of a ship on the East Coast, with an ultimate home port of Long Beach upon commissioning. If I drive my automobile to the East Coast, can it be shipped to Long Beach upon commissioning?

Answer: No. Existing law and regulations do not provide authority for shipment of a privately owned vehicle under orders to temporary duty in connection with building, fitting out or conversion of a ship. Note the term "temporary duty." Only upon receipt of permanent duty orders can the shipment of a privately owned vehicle be authorized.

3. If, under the same circumstances, I ship the permanent weight allowance of household goods to the fitting out point, can they be reshipped upon commissioning?

Answer: When orders are for temporary duty in connection with building, fitting out or conversion of a ship, only one shipment of the permanent weight allowance of household goods is authorized. Therefore, goods cannot be reshipped upon commissioning.

4. If, under the same circumstances, upon receipt of orders, I ship my household goods to the home port, intending that I will be at the home port within six months and the fitting out period of the ship slips, delaying my arrival at the home port for two months more than the six months' authorized storage period,

can I be granted an extension of the temporary storage?

Answer: No. Therefore, upon receipt of orders to temporary duty in connection with building, fitting out or conversion of a ship, it would be wise to have your household goods placed in nontemporary storage at origin. Then, just before the commissioning of the vessel, have them shipped to the ultimate destination at government expense.

Early Separation for Law Enforcement Applicants

If the police want you, you can get an early out.

Wait. Let's try that again.

If you want to join the police force, and you have been offered a job by a law enforcement agency, you can be separated up to 90 days early.

The Secretary of Defense recently

authorized early outs for Navymen who have a written offer of specific law enforcement employment or recruit training from a civilian governmental police agency. You must, of course, make a written request for early separation to accept such employment.

The police agency must be a legally constituted law enforcement agency of city, county, state or federal government. This does not include private or corporate police organizations and positions filled by public election or political appointment.

Your offer of employment must be a formal written offer for immediate employment or entry into a training station from a police agency.

Officers and warrant officers requesting early outs in this program must submit a request via their CO to the Chief of Naval Personnel (Pers-B1403) for considera-

WHAT'S IN A NAME

AUTEC, Tongue of the Ocean

A 100-mile long by 15-mile wide strip of ocean trench off Andros Island in the Bahamas is the site of the Navy's deep-seo research facility, the Atlantic Undersea Test and Evaluation Center (AUTEC).

Known as the Tongue of the Ocean, or TOTO, the U-shaped trench 150 miles southeast of Miami, Fla., is considered an ideal location for AUTEC.

TOTO is plenty deep (to 6000 feet), and, bordered on both sides and one end by islands, reefs and shoals, is free of the open-ocean disturbances that distract and mislead researchers. Further, almost nobody at AUTEC complains about the nice-all-year climate.

The AUTEC site on Andros Island is still building, and when completed in 1970 will have facilities for evaluating all types of undersea weapons, weapons systems and vehicles.

With one range in TOTO for weapons testing, another for sonar calibration, and a third for acoustics, AUTEC can evaluate the attack effectiveness of surface ships, submarines and aircraft.

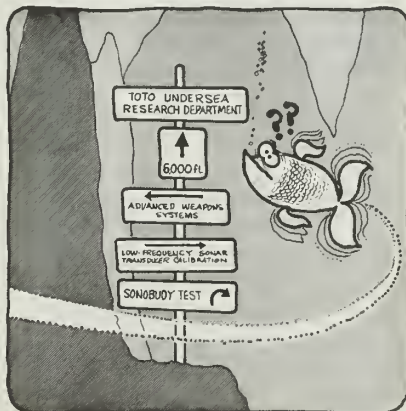
However, AUTEC is primarily concerned with tests and research deep in the water. The center's job description includes the following:

- Evaluate advanced weapons systems and components.
- Measure the tactical characteristics, noise and target strength of submarines.
- Test sonobuoys.

● Colibrate large, low-frequency sonar transducers.

Research into the trench already conducted by AUTEC has turned up some bonus information about TOTO. The deep-seo vehicle ALVIN, while inspecting a network of AUTEC hydrophones and cables, observed the floor of the trench to be rough, not, as believed previously, one that is relatively flat.

TOTO's bottom has steep hills of rock and limestone measuring 200 to 300 feet high. Areas of the fact of one 300-foot chasm were covered with fine coral sand. The ALVIN team said the scene resembled a mountain ski slope.



tion on an individual basis. If service requirements permit, early separations of up to 90 days will be approved. For officers serving resignation/retirement deferral periods, such approval will provide for a reduction of the deferral period of not more than 90 days.

Commanding officers are authorized to approve enlisted requests for early separations of up to 90 days before normal EAOS (including extensions of enlistments). Qualified applicants must be released no later than 10 days before the effective date of police employment. Remaining minimum required service for advancement will be waived for Navymen separated under this program.

There are exceptions to these early out rules, or course. Such early separations will not be approved for Navymen who:

- Are scheduled for transfer to the Fleet Reserve or Retired List.
- Are important enough to a command that their loss would adversely affect its operational capabilities.
- Are scheduled for separation under another early release program, such as college entrance.
- Are Reservists on active duty for training.

For more details on the program, see BuPers Inst 1910.21A.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Hellbenders (C): Western; Joseph Cotten, Norma Bengell.

Enter Inspector Maigret (C): Mystery Drama; Heinz Ruhmann, Francoise Prevost.

The Taming of the Shrew (WS) (C): Comedy; Elizabeth Taylor, Richard Burton.

Operation Kid Brother (WS) (C): Melodrama; Neil Connery, Daniela Bianchi.

Countdown to Doomsday (C): Mystery Drama; George Ardisson, Horst Frank.

To Sir, With Love (C): Drama; Sidney Poitier, Judy Geeson.

Casino Royale (WS) (C): Mystery Comedy; Peter Sellers, Ursula Andress.

Luv (WS) (C): Comedy; Jack Lemmon, Peter Falk.

Counterpoint (WS) (C): Drama; Charlton Heston, Maximilian Schell.

Wait Until Dark (C): Drama; Audrey Hepburn, Alan Arkin.

Run Like a Thief (C): Drama; Kieron Moore, Ina Balin.

Tony Rome (WS) (C): Melodrama; Frank Sinatra, Jill St. John.

Hostile Guns (WS) (C): Western; George Montgomery, Yvonne De Carlo.

The Tiger and the Pussycat (C): Comedy Drama; Ann-Margret, Vittorio Gassman.

The Sea Pirate (WS) (C): Melodrama; Gerard Barry, Antonella Lualdi.

Too Many Thieves (C): Melodrama; Peter Falk, Britt Ekland.

Destination Inner Space (C): Mystery Drama; Scott Brady, Sheree North.

The Flim Flam Man (WS) (C): Comedy; George C. Scott, Sue Lyon.

For a Few Dollars More (WS) (C): Western; Clint Eastwood, Lee Van Cleef.

The King's Pirate (C): Melodrama; Doug McClure, Jill St John.

Dimension 5 (C): Mystery Drama; Jeffrey Hunter, France Nuyen.

Funeral in Berlin (WS) (C): Drama; Michael Caine, Eva Renzi.

The Long Duel (WS) (C): Melodrama; Yul Brynner, Trevor Howard.

William R. Maul, CTC, USN



"Oh, I'm sorry, Sir, did you think the coffee was too strong?"

Cash Awards Program Pays Off Big to Navymen Who Can Improve the System

During the past 18 months Navy and Marine Corps personnel submitted more than 6000 beneficial suggestions, inventions or scientific achievements which resulted in savings of over seven million dollars to the Department of the Navy.

In return for their efforts in the field of improved operations, economy and safety, more than 1400 Navymen and Marines received \$136,785 in cash awards.

Enlisted personnel received \$94,110 and officers received \$42,675.

Although all rates and ranks are eligible to participate in the program, those in pay grades E-4 through E-9 received more than 65 per cent of the total awards.

A number of contributions are currently being processed for wider adoption and additional cash awards.

This incentive, now available to all armed forces personnel by Congressional law, is expected to yield monetary benefits to both the government and servicemen whose ideas are adopted.

Some significant cash award payments and savings were as follows:

- A chief petty officer at Whidbey Island, Oak Harbor, Wash., received \$900 for devising a method to repair damaged bomb ejector racks. The former method was to replace a component with a new one at a cost of \$360 each. First year savings, \$49,278.

- A yeoman at Great Lakes, Ill., received \$550 for suggesting a method to cut the processing time for verification of Planned Active Duty Dates of Naval Reservists from 15 to five minutes. Reduced man-hours, paper and printing costs saved the Navy \$12,000 during the first year of operation.

- A chief torpedoman at Key West, Fla., received \$560 for suggesting increased output of a computer by using the office watchstanders to tend the computer outside of normal working hours.

- A petty officer 2nd class at Norfolk, Va., received \$775 for suggesting a household cleaning solution for cleaning T-58 engine compressor rotor blades and stator vanes. Use of this solution reduced the time

to clean each engine from five man-hours to less than one, with a decidedly superior result. Navy-wide savings, \$24,640.

- A Marine Corps master sergeant received an award of \$615 for first year estimated savings of \$14,214 for his suggestion which resulted in a change in sorting and merging of computer data. Savings were estimated at 45 computer hours each month at an hourly rate of \$136.

- A lieutenant at the Naval Air Systems Command, Washington, D. C., received \$1820 for suggesting that one set of standardized test equipment be used with the Air Data Computer System for several types of aircraft. Past practices required that each aircraft manufacturer design and develop test equipment for the airborne systems of each particular aircraft model. The interchangeability of one set of test equipment resulted in estimated first year savings of \$770,000.

- A chief personnelman at Norfolk, Va., received \$1305 for suggesting the use of regular performance evaluation marks in advancement procedures of personnel. This suggestion eliminated the preparation of thousands of special evaluations in service records. Estimated first year savings, \$255,000.

- A lieutenant commander at Washington, D. C., received \$2095 for suggesting and devising equipment to test telemetry equipment electronically. Estimated first year savings in excess of one million dollars.

- A chief aviation ordnanceman on board the carrier *uss America* (CVA 66) saved the Navy \$68,000 and received \$1100 for suggesting a method to load target drones onto aircraft for surface-to-air missile exercises in six minutes instead of 30 minutes.

- A torpedoman 2nd class aboard a submarine received \$300 for his suggestion to design a test panel which saves maintenance time.

- A warrant officer on board *uss Northampton* (CC 1) redesigned and improved the ship's 30-ton hatch cover. He received \$300 and will save the Navy approximately \$10,000 each year in repair costs.

- A chief petty officer at the Naval Air Technical Training Center, Glynco, Ga., continuing his

crusade against high operating costs, recently submitted his third suggestion, which resulted in an annual savings of \$252,000 for NATTC. He devised a means of simulating targets for radarscopes. This action eliminates two hours of actual flight time in the training of approximately 420 students each year.

- A Marine Corps major shared equally in an award of \$1165 with a civilian employee for their suggestion which provided for a complete revision of the provisioning program to use in-house available computer time. An estimated \$112,938 in first year savings resulted.

- A Marine Corps sergeant at San Diego received an initial award of \$400 for his suggestion, "Repairing Unserviceable M14 Rifle Stocks." Figures are now being obtained to determine whether an additional award will be paid.

How about you-all?

Gulf Survey

Next January, *usns Elisha Kane* (TAGS 27) will hoist anchor and, with about 20 men from the U. S. Navy Oceanographic Office and the U. S. Geological Survey aboard, set out on a study of the Gulf of Mexico.

The project is expected to take about one year and is aimed at collecting information on major earth structures underlying the Gulf together with its mineral resources, sea floor sediments and sub-sea-floor rocks.

The survey, a joint Navy-Geological Survey effort, will cover an area of more than 600,000 square miles.

Elisha Kane, the Navy's newest oceanographic research vessel, will be given a chance to exhibit her ability to obtain continuous sea surface temperature, bathymetric data, sub-bottom profiles and to measure magnetism.

The scientific crew aboard *Kane* will use her facilities to process the data they obtain during the physical, biological, chemical, meteorological and photographic programs they conduct.

Information gained during the project will be used in preparing a tectonic map of the entire Gulf of Mexico and would show deformations in the Gulf's floor such as folds, faults and thickness of sediments.

The map will supplement data from adjacent land areas already shown on the Geological Survey's *Tectonic Map of North America* and will help fill in major unknown areas.

NOW HERE'S THIS

Achilles Heel of a Shark

A study to develop improved means of protecting Navymen from sharks continues to be a major research problem of the Office of Naval Research.

It is of particular interest to Captain H. David Baldrige, Jr., a Medical Service Corps doctor at the Naval Aerospace Medical Center, Pensacola, Fla.

Doctor Baldrige, who has conducted studies on shark repellents since 1964, began further research into the age-old problem last fall at the Siesta Key Station of the Mate Marine Laboratory in Sarasota. The emphasis of his research was on techniques in incapacitating sharks through highly toxic drugs such as nicotine cyanide and strychnine.

"We are searching for the shark's weak or vulnerable point—in other words his chemical Achilles heel," remarked the scientist.

Growth characteristics were also part of the research. The shark has one major anatomical flaw—he cannot float, he must swim constantly.

If his listing (pectoral) fins fail him, he sinks.

If his gross weight passes the point where his fins can no longer support him, he is finished. Thus, as the shark grows older and larger, he places a heavier load on his fins. Dr. Baldrige speculates that, if somehow there could be produced an unusual swimming pattern through damage to one of the shark's fins, it is likely that other sharks would turn on him.

Earlier shark experiments by Dr. Baldrige included participation in the test of a plastic bag which serves as a shark screen for men in the water. A swimmer fills the bag with water, rolls inside and inflates the top so that he is able to float on the surface, encased in a protective cocoon which appears camouflaged. The shark sees it only as a dull, uninteresting mass on the surface of the water since there are no dangling arms or legs to attract him or to provide any evidence that a person is present.

—F. Veloso

Here Is the Latest Listing of Overseas Tour Lengths

INFORMED soothsayers will tell you that a list of overseas tour lengths is more useful than even the best crystal ball in determining the duration of your next overseas tour.

Such a list was published by the Bureau of Naval Personnel in Change One to BuPers Inst 1300.26D.

Overseas duty is defined as military duty performed while assigned to a military installation or activity

permanently located at a land station outside the United States or in Alaska or Hawaii.

Generally speaking, the time creditable on an overseas tour begins on the day you actually depart from the United States.

Unless stated to the contrary, a standard overseas tour begins with your departure from a United States port (except in Alaska or Hawaii)

and ends with the day you return on permanent change of station.

The lengths of overseas tours listed here can be changed at any time and do not apply to attache personnel.

In the column indicating the length of tour with dependents, you will sometimes see N/A listed opposite a country or area. Dependents are not permitted in these.

Tours in Months Accompanied by All Dependents Others			Tours in Months Accompanied by All Dependents Others			Tours in Months Accompanied by All Dependents Others		
Country or Area			Country or Area			Country or Area		
Alaska			Labrador (except Gaase AB)	24	12	Iceland	24	12
Anchorage Area including			Gaase AB	24	15	India	24	12
Elmendorf AFB and Fort			Newfoundland			Indonesia	24	14
Richardson	36	24	St. Johns	36	24	Iran (except Teheran)	24	12
Fairbanks Area including			Argentina	24	18	Teheran	24	18
Eielson AFB, Fort Wainwright and Ladd AFB	30	18	Stephenville	N/A	12	Iraq	24	18
Big Delta Area including			Other Areas	24		Italy (except as indicated)	36	24
Fort Greely, Juneau and			Chichi Jima	18	12	San Vito	30	18
Kenai-Whittier Area including			Chile	36	24	Brindisi, Ghedi, Giaia del		
Wildwood Station	24	18	Christmas Island	N/A	12	Calle, Martina Franca,		
Bethel, Kadiak Island and			Calambia	36	24	Piacenze, Rimini, and		
Name	24	12	Canga (Kinshasa—formerly			Siganella	24	18
Aleutian Peninsula, Islands			Leapoldville)	24	12	Mt Carna and Mt Venda	N/A	18
west of 162nd Meridian			Carsica	N/A	18	Mante Limbara, Mt Cal-		
including Adak, Attu,			Costa Rica	36	24	verina, Mt Grappa, Mt		
Dutch Harbor and Point			Cuba			Pizzaz, Mt Tarara, Mt		
Barrow Area	18	12	Guantanamo	24	12	Virgine, Naz Sciaves,		
Clear, Fire Island and			Cyprus	24	18	Reggia and Zella	N/A	15
Murphy Dome	N/A	12	Dahomey	24	12	Cima Gallina, Gambarie,		
American Samoa	N/A	12	Denmark	36	24	Mt Cimana and Mt		
Antarctic Region	N/A	Indef	Dominican Republic	36	13	Paganella	N/A	12
Argentina	36	24	Ecuador	24	18	Ivory Coast	24	12
Aruba	24	18	Egypt	36	24	Iwa Jima	N/A	12
Ascension Island	N/A	12	El Salvador	36	24	Japan (except as indicated)	36	24
Australia (except as indicated)	36	24	Eniwetok	N/A	12	Iwakuni	24	18
Alice Springs and North			Ethiopia-Eritrea (except as			Wakkanai	24	15
West Cape	24	18	indicated)			Akashi, Kobe and Osaka	24	15
Austria	36	24	Asmara	30	18	Akizuki Kure	24	13
Azores	24	18	Harrar, Massawa and Is-			Kashiwa	N/A	15
Bahamas			lated Areas	N/A	12	Fuji Maneuver Area		
Eleuthera	24	18	Fiji Islands	N/A	12	and Kakura (including		
Andros Island, Grand			Germany	36	24	Yamada)	N/A	13
Bahama Island, San			Greece			Isolated Areas including		
Salvador and Turks and			Athens, Ekali, Eleusis, Kat-			Abashiri, Asaiwayama,		
Caicos	N/A	12	simidhi, Kifisia, Mara-			Mineakayama, Mita,		
Bahrain Island	15	12	than, Parnis, Pateras,			Namaike, Nemura,		
Belgium	36	24	Pendelikan and Piraeus	30	18	Ominata, Seburyama,		
Bermuda	36	24	Crete (except Saudha Bay)	24	18	Takayama and Wajima	N/A	12
Bolivia	24	18	Saudha Bay	N/A	12	Jahns Island	N/A	12
Brazil (except as indicated)	36	24	Other Locations	N/A	12	Jordan	24	12
Recife, Salvador and			Greenland	24	12	Korea	24	13
Santa Cruz	24	18	Guam	24	18	Kwajalein	18	12
Fortaleza	N/A	18	Guatemala	36	24	Laos	24	12
Burma (except Rangoon)	24	12	Guinea	24	12	Liberia	24	12
Rangoon	24	14	Haiti	36	24	Libya (except as indicated)	24	12
Cambodia	24	12	Hawaii	36	24	Tripoli including Wheelus		
Canada			Handuras	24	18	AB	24	15
Metropolitan Areas	36	24	Hang Kang	36	24	El Uatia and Misurata	N/A	12
						Mahe Island, Seychelles	24	13
						Mali	24	12

Tours in Months			Tours in Months			Tours in Months		
Country or Area	Accompanied		Country or Area	Accompanied		Country or Area	Accompanied	
	by Dependents	All Others		by Dependents	All Others		by Dependents	All Others
Malta	24	12	Mactan Island and Wallace			Bangkok	24	18
Mexico	36	24	Air Station	N/A	13	Trinidad and Tobago	24	18
Midway Island	18	12	Balanga Area, (Bataan);			Turkey		
Maracca			Laoag; Lubang;			Adana, Ankara, Cigli/		
Casablanca Area including			Mindanao; and Paracale			Izmir, Galcuk, Istanbul,		
Nauasseur	36	24	(Luzan)	N/A	12	Karamausel and Sile	24	18
Marrakech Area	30	18	Portugal	36	24	Samsun	24	15
Kenitra (formerly Port			Puerto Rico	36	24	Trabzon	N/A	15
Lyautey Area)	24	15	Ryukyu Islands (except as			Other Areas	N/A	12
Ben Guerir Area and Sidi			indicated)	30	18	United Kingdom (except as		
Slimane	24	12	Isolated Areas	N/A	12	indicated)	36	24
Nepal	24	12	Saipan	24	18	St. Mawgans, (England);		
Netherlands	36	24	Saudi Arabia	18	12	Landanderry, (Ireland);		
New Zealand	36	24	Senegal	24	12	Edzell, Haly Lach, Mach-		
Nicaragua	36	18	Spain (except as indicated)	36	24	rihanish, and Thursa,		
Niger	24	12	Alcay, Canstantina,			(Scotland)	24	18
Nigeria	24	12	Elizanda, Inages, Rasas,			Upper Valta	24	12
Narway	36	24	Villatabas and Zaragasa	30	18	Uruguay	36	24
Pakistan (except as indicated)	24	18	Cartagena, El Ferral,			Venezuela	36	24
Peshawar	24*	15	Guardamar del Segura			Vietnam	N/A	12
Lahare	N/A	15	and Sanseca	24	18	Virgin Islands	36	24
Palestine (UN Truce Super-			Adamuz, Ciudad Real and			Wake Island	18	12
visary Organization)	24	12	Santiago	N/A	18	West Indies		
Panama (including Canal			Balearic Islands and			Anguilla, Antigua and		
Zane)	36	18	Garremandi	N/A	15	Barbadas	24	18
Paraguay	24	18	Surinam	24	18	St Lucia	N/A	12
Peru	36	24	Taiwan (except as indicated)	24	15	Yugoslavia	24	18
Philippine Islands (except as			Isolated Areas	N/A	12			
indicated)	24	24	Thailand (except Bangkok)	24	12			

* Dependents permitted only when Govern-
ment quarters are available.

Just Like the Book Says

When everything clicks like it's supposed to, a man falling overboard from a carrier's flight deck should not be saltwater swimming for long.

For Airman Stephen C. Selbach, things clicked perfectly. He spent a mere six minutes in the warm waters of the South China Sea.

Selbach, a jet mechanic aboard *uss Bon Homme Richard* (CVA 31), fell 70 feet into the sea when he lost his balance working on the flight deck.

He was wearing a new jacket-type life vest, issued to him only two days earlier, as he helped prepare a jet fighter for a strike against a target in North Vietnam.

"In the split second that I lost my balance, I saw the life raft racks below me on the catwalks. I knew I didn't want to fall on them headfirst and go into the water unconscious, so I gave a shove away from them and went over the side," Selbach said.

"That vest was really great. I hit the water, then I saw the surface above me. I already had my hand on the inflation cord, so I just pulled

it and the jacket brought me up to the surface."

When Selbach started to lose his balance, the man working with him on the aircraft tried to grab him, but wasn't fast enough.

"I heard him shout 'man overboard' as I went over the side. Then I heard another guy yell it too—

Unrep for Kitty Hawk

The carrier *uss Kitty Hawk* (CVA 63) set what she believes is an unrep record recently while replenishing from *uss Procyon* (AF 61) in the Gulf of Tonkin.

Kitty Hawk brought aboard 381 tons of provisions from the reefer, including 335 net loads filled with 55 tons of meat, 57 tons of dairy products, 53 tons of fresh fruits and vegetables, and 216 tons of dry stores. This was brought aboard in three hours.

Normally, about 200 tons is a typical load for a *Kitty Hawk* provisions unrep. Schedule changes during the at-sea periods resulted in a long interval between replenishments.

probably the watchstander on the fantail."

When Selbach came up to the surface he swam away from the ship to avoid being dragged under by the screws.

"The ship was still steaming ahead, leaving me behind. Then I heard 'man overboard' called over the loudspeakers and I knew I would be all right and they would pick me up.

"That new life vest kept my head above the swells. I've done a lot of swimming, but I would have had trouble if I hadn't had that vest on.

"I guess I was only in the water about six minutes when I saw the helicopter come swooping down to pick me up. I was sort of scared for a minute when the helo came close. The rotor backwash was kicking up the water all around me. Then I remembered the training lectures that we had on helo rescue in the water. I was supposed to turn my body away from the backwash, so I did and the helo crew lowered the rescue sling to me. When I got in that helo I felt great."

—Michael McNulty, AN, USN

LETTERS TO THE EDITOR

Effective Date of Orders

SIR: According to the *Joint Travel Regulations*, the effective date of orders is computed from the date of transfer to include proceed, leave and travel time when authorized and used.

Does this mean that, unless one of the above factors is involved, the effective date of orders is the date of transfer?—J. O. M., PNC, USN.

• The term, "effective date of orders" is clearly defined in Article M3003 of the JTR as meaning the date of a Navyman's relief (detachment) from his old station EXCEPT under certain circumstances.

When and if these exceptional circumstances exist, Joint Travel Regulations is equally specific concerning the method of computing the effective date of orders.

In case you don't have a copy of the JTR handy, here is a summary of what it says on the subject of exceptions.

When the Navyman's orders authorize leave or delay en route before reporting to his new station or when he is granted additional travel time in which to use a specific mode of transportation, the leave, delay or additional travel time is added to the date of the Navyman's detachment from his former permanent duty station to determine the effective date of orders.

However, when his Permanent

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Change of Station (PCS) orders are modified, canceled, or revoked before their effective date, the orders will be considered as effective when received for any travel performed (by the Navyman or his dependents) under the original orders, or any transportation of household goods or house trailers commenced or completed under such orders, even though leave, delay, proceed time or temporary duty en route are involved.

If a Navyman's orders involve temporary duty en route to a permanent duty station in a nonrestricted area, the effective date of orders, for the purpose of dependent travel and shipment of household goods, is the date of detachment from the last temporary duty station plus leave, delay or additional travel time allowed.

If a Navyman's orders involve temporary duty en route to a permanent duty station in a restricted area, the effective date, for the purpose of de-

pendents' travel and shipment of household goods, is the date of detachment from the permanent duty station plus leave, delay, or additional travel time authorized to be taken before the member reports to his first temporary duty station.

As you indicated, leave, delay or additional travel time must be used before it is considered in determining the effective date of orders.—Ed.

Uniform Devices and Innovations

SIR: I have read in an unofficial publication that it is not necessary to wear collar devices on the khaki uniform shirt if the coat of the service dress khaki uniform coat is worn.

If this is true, please cite the official publication in which the regulation appears.

I would also like to know the current thinking concerning the use of non-metallic hat devices and nylon uniform lace which are available through various sources.

Are these innovations allowed, encouraged, permitted or forbidden?—G. M. S, CDR, DC, USN.

• Rank and corps devices on the shirt of your service dress khaki uniform can be omitted provided you wear your coat on a continuous basis. That's the official word, to be found in Article 0126.13 of Navy Uniform Regulations, 1959. The same rule applies to the green working uniform of naval aviators.

The type of permissible hat device and gold uniform lace is also specified in Uniform Regs. Because a number of other officers have had questions concerning oxidized hat devices and gold nylon/rayon uniform lace, the Bureau felt constrained to issue BuPers Notice 1020 of 14 Feb 1966.

This Notice points out that non-metallic cap devices and gold lace frequently do not conform to official specifications and are, therefore, unauthorized.

If you are hoping that the Navy will, in the future, permit a substitute for either or both of these items, don't give up. It is still looking for an acceptable replacement.

At the present time, mylar is being evaluated under combat conditions. Factors being considered include serviceability and appearance of chin straps, line and corps sleeve devices and shoulder marks.

Inasmuch as a switch to mylar or any other product would involve a considerable number of individuals, the Uniform Board understandably wants to be

SMOOTH SAILING—Wainwright (DLG 28) strikes attractive underway pose.



certain a change, if adopted, would be an improvement.

When the Board has satisfied itself that a new product would be better than the one in use, it will make its recommendations to the Chief of Naval Operations for final review and approval.—Ed.

Crockett Is Fast

SIR: We of *uss Crockett* (PG 88) believe we have established a new record. Perhaps you can substantiate our claim.

During a recent trans-Pacific jaunt from Hawaii to Guam, *Crockett* received 16,000 gallons of JP-5 fuel in 17 hours while in company with the amphibious force flagship *uss Estes* (AGC 12). In one five-and-one-half hour period, our jet-propelled gunboat took on 5200 gallons of fuel. Can anyone top this?

By the way, the fueling rigs were hand-tended by the *Estes* deck force which may add a little topping to our claim.—M. H. Freeman, CO, *uss Crockett* (PG 88).

• Chances are better than even that your claim is foremost in the line of PG unreps since jet-propelled gunboats are relatively new in our Navy. At any rate, both crews are to be congratulated. Should your ship's claim to fame be rebuffed by a counterclaim, you can be certain the competition's record will appear in this column.—Ed.

Leave Settlement

SIR: I understand that those of us who serve more than 120 days in the Vietnam combat zone may accrue up to 90 days of leave instead of the usual 60.

This sounds fine to me. Many of us earn leave we are not able to take. Further, I think the 90-day leave law will enter into my plans for transfer to the Fleet Reserve. Here's how I figure it:

I go into the Fleet Reserve on 30 Jan 1968. Naturally, I'd like to be paid off for 60 days of accrued leave.

I had 60 days on the books on 1 Jul 1967. The accrual (at two and one-half days per month) from July '67 to July '68 adds another 30 days to my credit.

Since I rotate from Vietnam on 1 June, I figure I can take the 30 days of leave and still have 60 days to "cash in" when I am separated.

Do my figures seem credible, in view of the new leave laws?—L. B. R. HMC, USN.

• Your figures make sense, but have nothing to do with the laws on 90-day leave accumulation.

You had 60 days on the books at the beginning of fiscal 1968 (1 Jul '67). In accordance with long-standing regulations on how much leave you may accumulate, no matter where you serve, you have until the beginning of fiscal



FAST FUELER—Jet-propelled gunboat *USS Crockett* (PG 88) is refueled while underway at sea during a recent trans-Pacific cruise from Hawaii to Guam.

1969 (1 Jul '68) to use any leave you accumulate that's in excess of 60 days. Or, as the BuPers Manual has stated for years (in article C-6105), "The amount of earned leave shall not exceed 60 days on the first day of each fiscal year . . . Leave accumulation in excess (of 60 days) is irrevocably lost and may not be taken or compensated for in cash."

Since you are to transfer to the Fleet Reserve before the beginning of the new fiscal year, you could use the 30 days you earned during fiscal 1968 and still have a cash settlement for 60 days.

The 90-day leave accumulation might apply if you had more than 60 days to carry into the new fiscal year. The laws which stated you can't do this were modified for those who serve in areas such as Vietnam where you draw hostile fire pay. Here's how it works:

After serving for 120 consecutive days in the designated hostile fire pay area, you may carry up to 90 days on your leave record. Only service in the HFP area since 1 Jan 1968 may count toward the qualifying 120-day minimum.

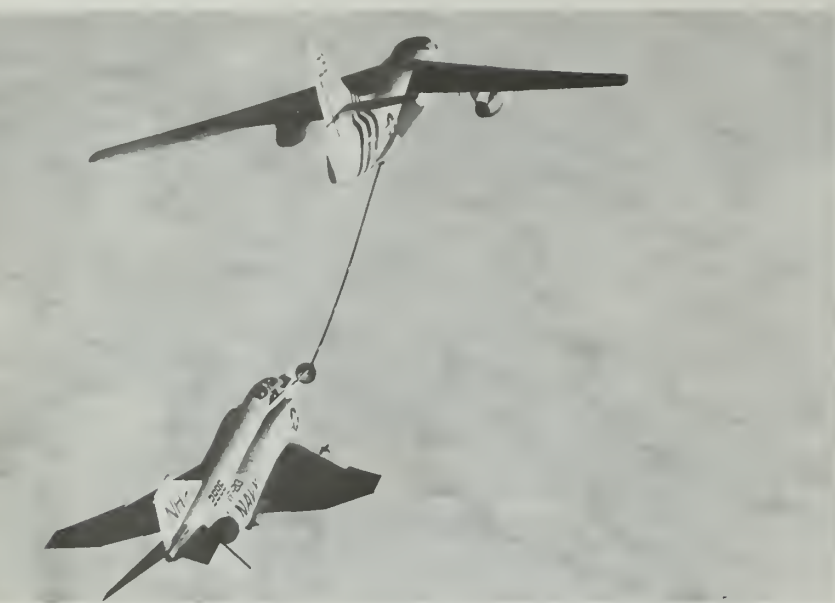
Any excess over 60 days must be used by 30 June of the fiscal year following the year your hostile fire zone duty ends. If the excess above 60 days is not used within this time frame, it is lost.

The new law, like the old, makes it clear that 60 days of unused leave is the maximum for cash settlement upon discharge, transfer to the Fleet Reserve and retirement.

BuPers Notice 1050 (5 Mar 68) contained the word on the 90-day leave accumulation. Additional instructions were to modify appropriate sections of the BuPers Manual.—Ed.

TOP PISTOL AWARD—David Munselle, DPC, receives Navy Distinguished Pistol Shot Badge for points earned in competition. He is the current Atlantic Fleet champion and former All-Navy champion.—Photo by Lee Godshall.





GETTING GO POWER—A KA-3D refuels an F-4B Phantom from Kitty Hawk.

Qualifying Service

SIR: How can I receive a statement of my satisfactory years with the Naval Reserve, both active duty and in Ready status?—L. W. C., EN2, USNR.

• The proper method of requesting a statement of qualifying service—that is, satisfactory federal service—is through your Reserve unit commanding officer.

However, if you are not assigned to a Reserve unit, then forward your request to the CO of the Naval Reserve Manpower Center, U. S. Naval Training Center, Bainbridge, Md. 21905.

Should, for some reason, your field record not be up to date, then your unit CO may request a statement from BuPers (Pers-E3) via the normal chain of command. Be sure that copies of a current NavPers 601-11 (Record of Naval Reserve Service) accompany the request. That should do the trick.

In case you are wondering how qualifying service is determined, Article H-31307(2) of BuPers Manual will give you the precise method. For those individuals thinking about retirement with pay at age 60, all of Article H-31307 should be reviewed.—Ed.

Illustrator Draftsman

SIR: Your article "Visit To Can Do College," March 1968 issue, by Journalist Seaman Dave Dunbar is comprehensive and informative. There should be more articles of this type to inform the other components of the Fleet that opportunities are boundless for training in the construction field.

However, may we suggest updating your information in respect to the Illustrator Draftsman School, DMI. We are a non-Seabee rating at NAVSCON,

but modernization in the rating has progressed the work in the Fleet more toward illustration and training aids than mechanical drawing functions. The changes have come about from better utilization of illustrators in the Fleet as indicated by a Fleet-wide survey conducted in early 1967.

The following information is taken from the present interim curriculum and reflects the conclusions of the Fleet-wide survey:

Students at DMI School apply fundamental skills in basic mathematics, mechanical drawing, basic illustration and illustration media, training aids and reproduction equipment commensurate with illustration and training aids with special application to:

- Arithmetical computations applicable to geometric figures, basic trigonometry (right triangle), slide rule fundamentals, and elementary algebra used in mechanical drawing and illustration.

- Use of instruments and the techniques of mechanical drawing, single stroke gothic lettering, architectural and engineering scales, and oblique, isometric and perspective drawings. Tracing and revising line, mechanical and electrical drawings. Proper use of military standards and equipment for reproduction of mechanical drawings.

- Freehand illustrative sketching, rendering, and lettering; and poster design and composition; cartooning composition, types and uses; basic techniques of human figure drawing; paste-up art for reproduction; and application of color in illustration and art.

- Use of line, halftone and graphic media commensurate with illustration and art drawings and reproduction.

- Use and design of training aids and the use of equipment to display training aids.

- Principles and use of projectors, office machines, and copy photographic equipment in illustration, art and training aids.

Your interest in informing Navy personnel has been outstanding and we hope that this information will appear in ALL HANDS so that the present function of illustrator draftsmen will be known to all interested.—W. R. H., DMC, USN; K. D. K., DMC, USN; and E. C. H., DM1, USN.

• Thank you for the detailed and most accurate summary of the skills required and expected of the Illustrator Draftsman.

When we passed your comments to the cognizant training authorities in the Bureau, they had one comment which is quite pertinent to the individual interested in this training. Currently the DM rating is approximately 50 per cent overstaffed.

Hence, according to our source, no Class "A" school classes will convene during fiscal year '69 (beginning 1 Jul 1968) and perhaps for a longer period.

Should any additional information become available on this training, it will be reported in ALL HANDS.—Ed.

Officer Mess Rebate

SIR: Several officers on board my ship, myself included, would appreciate an explanation of article 1815 of Navy Regs which deals with payment of mess bills afloat.

In paragraph two, the Regs state that "An officer ordered on detached duty or sent to a hospital shall be entitled to a rebate of the full amount of his mess bill for the period of his absence."

Paragraph three states: "An officer granted leave of absence for more than six days, including travel time, shall be entitled to a rebate of the amount of his mess bill for the period of his actual absence exceeding six days, but no rebate shall be allowed for the first six days."

We do not understand the reasoning here. Specifically, an officer who is absent on detached duty receives reimbursement of his advance mess payment for the full number of days he is not on board to use the mess. This seems fair enough. Our gripe is that the officer on leave gets nothing back for the first six days of his absence. He loses money, plain and simple.

It seems to us this regulation is unjust and perhaps arbitrarily written. We have various guesses about why it's worded the way it is, but we now are curious enough to seek an explanation. Do you have one?—R. J. S., LT, USN.

• The mess bill rebate situation has been a source of spirited discussion for years. If today's rule on the subject displeases you, we're glad you weren't

around in 1893, when comments concerned with the rebates were first written into Navy Regs.

At that time, a mess refund was authorized only when the officer was ordered on detached duty or sent to a hospital. Officers who took leave got nothing back.

In 1913, or four revisions to Navy Regs later, rebates were authorized for officers on leave at a rate equal to one-half of the amount of the bill for the period of absence—of more than 10 days. Those who took 10 days of leave or less did not receive a refund.

By 1948, the 10-day cutoff was reduced to six days, and instead of receiving one-half the value of the unused mess bill, the officer who took leave was reimbursed for the full period of leave—less the first six days. This still is the rule.

The rationale behind the six-day cutoff is better control of mess bills and easier bookkeeping for the mess treasurer. However, the key to the rebate situation might be the word "ordered." If you are ordered to detached duty, you are deprived of the benefits of your own mess at the direction of the Navy. Theoretically, you have no choice in the matter and should receive a rebate for the full period of your absence.

However, when you take leave, you voluntarily withdraw from access to the mess. Under this circumstance, you forfeit the first six days' share in the interest of mess management.—Ed.

Looking Toward the Future

SIR: If an individual accumulates four years of temporary active duty service, would he be eligible for a Good Conduct Award based on his honorable service?

Furthermore, if he completes 19 years



TWIN PALMS—Ornate table of goodies is one of the reasons the new Senior Petty Officers' Club at San Juan Naval Station was filled opening night.

and six months' active service while serving on temporary active duty, is he eligible for transfer to the Fleet Reserve?

And, while you're at it, can you please tell me, is an individual on temporary active duty eligible to have his household effects shipped at government expense?—R. H. M., PN1.

• Let's take one question at a time, starting at the top.

Yes, an individual can meet the time-in-service qualifications of four years' active duty required for the GC Award. However, any inactive time between periods of temporary active duty would not count. Should that inactive time be more than three months, then the period of active duty served before that time cannot be counted either. This ruling applies to both the first GC Award and



any subsequent awards which he earns.

"Yes" is also the answer to your second question. An individual serving on temporary active duty is eligible for transfer to the Fleet Reserve upon completion of 19 years, six months active duty if he is otherwise eligible.

A little more is involved in answering the question on moving household goods. According to the supply people, a member on temporary active duty is eligible to ship only his temporary change of station weight allowance on each set of temporary orders. He may also ship goods within his temporary weight allowance upon separation from service to the place from which he was ordered to duty. He is not, however, eligible for shipment or storage of goods under the permanent weight allowance.—Ed.



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OLYMPIC SUPPORT—The United States Olympic Committee has requested that voluntary contributions be solicited from Navymen who wish to support U. S. athletes who will participate in the Pan American and Olympic games. Funds collected (check or money order) should be forwarded to the Chief of Naval Personnel (ATTN: Pers-G13) for consolidation and transmittal to the U. S. Olympic Committee. The above items are available to donors upon request by contributing commands. Left: Multicolor Olympic team booster patch, for \$2.00 contributions. Middle: Black and gold wall plaque with front and back view of the Olympic medal, for a \$10.00 donation. Right: Multicolor lapel pin or Olympic bumper stickers (not shown) are available for a \$1.00 contribution.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- **uss Concord (CL 10)**—The 11th annual reunion will be held 1 through 4 August in Lincoln, Neb. For details, write to Lowell Sellmeyer, 4620 S. 36th St., Lincoln, Neb. 68500.

- **uss Northampton (CA 26)**—The first reunion will be held 8, 9 and 10 August, International Inn, Long Beach, Calif. For information, write to S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.

- **uss Hyman (DD 732)**—A reunion of the commissioning crew will be held 28 through 30 June in Boston, Mass. For further information, contact Willis H. Webber, 19 Crestwood Circle, Norwood, Mass. 02062.

- **uss SC 539**—Will hold a reunion 10 August at the Holiday Inn, Waterloo, Iowa. For reservations and information, write to Harry T. Adair, Reinbeck, Iowa 50669.

- **U. S. Submarine Veterans of WW II**—Will meet 1 through 11 August at the Netherland Hilton Hotel, Cincinnati, Ohio. Those interested, contact Frank W. Gierhart, 6063 Pawnee Drive, Cincinnati, Ohio 45224.

- **uss Caravan (AM 157)**—Former members are planning a reunion at Topp's Restaurant, Oakland, Calif., on 6 June. Contact Chet Brinegar, 507 North Pocahantas St., Ottumwa, Iowa 52501.

- **16th Seabee Association**—Will hold its reunion 8 through 11 August at the Edgewater Inn, Long Beach, Calif. Jerry P. Bliss, 11912 Susan Ave., Downey, Calif. 90242, is your contact.

- **Third Special Seabees**—Has scheduled its reunion for 12, 13 and 14 July at Kansas City, Mo. Contact Robert L. Marlin, P. O. Box 139, Kansas City, Mo. 64141, for information.

Seabag Inspection Has Its Limits

SIR: I understand that article 0712, *Uniform Regulations*, now states that personnel in pay grades E-1 through E-4 will have a clothing inspection at regular intervals. The *Regs* makes no mention of such inspections for those in grades E-5 through E-9. I interpret this to mean that PO2s and above are no longer required to have the clothing inspection. Right?—T. D. H., GMG2, USN.

- Nice interpretation. To put it another way, once you are advanced to second class, clothing inspection is not your bag.

This ruling goes back a couple of years. The Policy Board and Task Force on Navy and Marine Corps Per-

sonnel Retention recommended to SecNav that the requirements for bag inspections be made applicable to grades E-1 through E-4 only. This recommendation was approved and announced in SecNav Notice 5420 (14 Feb 1966). *Uniform Regs* has since been modified to reflect the change.

However, you should keep in mind that an easing of bag inspection requirements does not relieve you of your responsibility to maintain a full seabag.—Ed.

Fine Duty in Sea Cloud

SIR: I read in a major magazine recently an article about the brigantine *Sea Cloud* which the Navy had chartered for the sum of \$1 a year. This magazine was dated 2 Feb 1942.

This rather unusual transaction led me to research the ship's background. I discovered that *Sea Cloud* was listed by the Navy as an unclassified vessel (IX 99) and that she was stricken from the list of ships in 1944.

Another source revealed that *Sea Cloud* also was listed as the Coast Guard cutter WPG 284, that she was transferred to the Navy in April 1943 and was eventually discarded in November of 1944.

Exactly what service did this ship see with the Coast Guard and/or Navy, and what was her fate after she was stricken?—J. M. S.

- According to the official history in the files of the Navy Department, *uss*

Sea Cloud did carry the designation IX 99, and, for a time, was listed as WPG 284 with the Coast Guard.

It also substantiates the fact that this four-masted brigantine clipper, once owned by an American diplomat (the late Joseph E. Davies), was chartered in January 1942 for \$1 per year by the Navy.

She was considered one of the most beautifully designed yachts then in existence and carried the most complete modern navigational devices of the times.

Built at Kiel Gaarden, Germany, in 1931, at a cost somewhere between \$1,000,000 and \$3,500,000 (no one seems quite sure), the square-rigger was first named *Hussar* and later renamed *Sea Cloud*.

She displaced 2323 tons, was 281.8 feet long and her four diesel engines developed 3600 horsepower, enough to slice her bow through moderate seas at 14 knots. Under sail—she carried 36,000 square feet of canvas—she could cruise at 16 knots.

Before she received her military face-lifting, the luxurious clipper ship bore an elegance rarely seen by the average sailor. Her bathrooms were of pink marble with gold-plated washbasins. In her staterooms (she could accommodate up to 14 guests) were four-poster beds decorated with petit-point insets, surrounded by a color decor of beige and peach. Stuffed heads of rhinoceros and antelope and even a couple of stuffed turtles created an air for the sportsman in the smoking room.

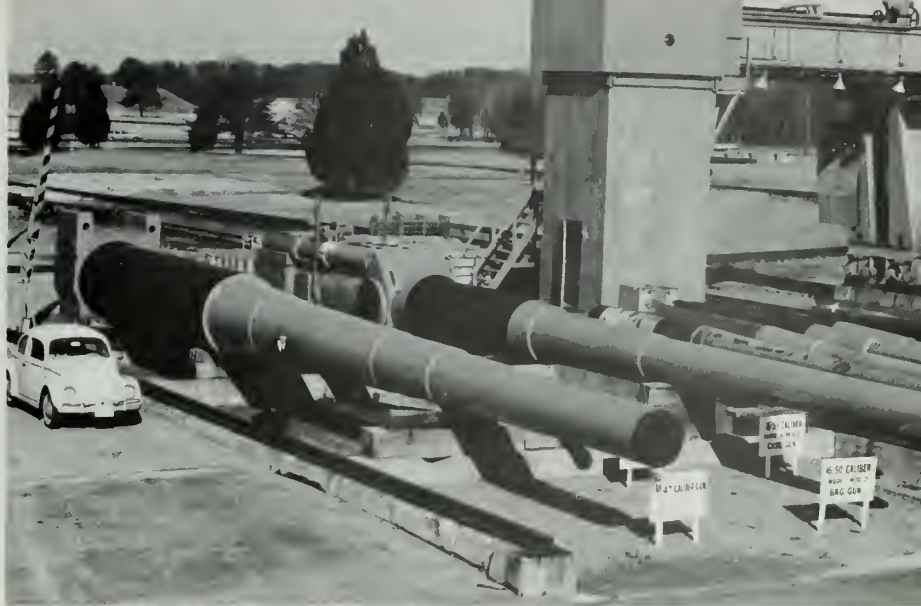
There is no record of what size crew she carried during her stint in the Navy, but in her regal state she was manned by no less than 75 seamen.

After conversions were made by the Navy, *Sea Cloud* was transferred to the Coast Guard on 4 Apr 1942 for use as a weather patrol ship, making her first patrol out of Boston on 23 July. She continued patrolling out of Argentia, Newfoundland, until 7 Aug 1944 when she returned to Boston. On 4 November that year she was decommissioned and returned to the Davies family.

In answer to your last question: "... what was her fate ...?" she was sold 18 Aug 1955 to a Jacksonville, Fla., shipping firm. She is now owned by the Dominican Republic government, which she serves today under the name *Patria*.—Ed.

Yes, There Is an 18-Inch Gun

SIR: In the February issue of *ALL HANDS*, a California resident expressed his doubt as to the existence of 18-inch guns. Your answer, in part, referred to the Naval Weapons Laboratory, Dahlgren, Va. (formerly the Naval Proving Ground), and the possibility of an 18-inch gun being there at one time.



VISUAL PROOF—Naval Weapons Laboratory at Dahlgren has an 18-in. gun.

You are absolutely right. It's still there.

The gun was manufactured by the Naval Gun Factory, Washington, D. C., some time before 1922. It was originally designed as an 18-inch Mark 1, Mod O. In 1926, the gun was lined down to a 16-inch Mark 4, Mod O, to comply with the 1922 disarmament treaty.

This gun was fired at Dahlgren for several years as a 16-incher. Then in the early part of 1941 the gun was returned to the Gun Factory, the liner removed and it was then converted to its present state, an 18-inch Mark A, Mod O, No. 1-L. This was to be a potential weapon for the super-battleships then under consideration. It was returned to NWL after its conversion on 23 Sep 1941. It was built to consist of tube, jacket, liner, hoops, locking rings and a separate yoke ring. Made of alloy steel and gun steel, it is hooped to the muzzle.

The gun weighs 396,486 pounds, is 72 feet long and has a 62-inch diameter over the chamber. It also has a uniform twist rifling, one turn in 25 calibers. A typical projectile which this big gun fired weighed 3850 pounds and required an 810-pound powder charge.

The first firing of the gun was for a charge determination in February 1942, and four rounds each day for four days were fired. The next firing was in June 1943, when experimental projectiles were fired. A total of nine of these were fired from June 1943 to August 1945.

Then in 1951 and through 1954 the gun was used as a launcher to test a 2000-pound low drag bomb. Thirty-one of these tests were made. In 1956 and 1957 the gun was again used as a launcher—this time to test a demolition bomb. Fifty-seven of these tests were made.

The Naval Weapons Lab also has, to the best of my knowledge, the only 24-inch gun in existence. It is one of the largest known operable guns of its type.

This gun is a sawed-off and otherwise altered barrel of a standard 16-inch gun. It had been damaged in World War II aboard *USS South Dakota* (BB 57). The 24-inch barrel was mounted on a standard 16-inch gun slide Mark 1, Mod O, and Mark 2, Mod O girder. The barrel is smoothbore, made from a 16-inch/45 gun barrel by removing its liner, reducing its length, and boring out the inside diameter to 24 inches.

This gun is used for firing modified bombs, guided missile warheads and projectiles weighing up to 5000 pounds at high velocities against targets.

A tremendous saving was realized on the *Atlas* program when NWL was testing nose cone fuses. It was originally planned for tests to be conducted with a series of rocket sled runs. But by using the 24-incher and reversing the procedure, targets were fired at the fused nose cones.

This not only saved money, but much time also. Following the tests on the *Atlas* nose cones, tests have been conducted using other ICBM nose cones and an additional 24-inch barrel similar to the one discussed above has been acquired.—Amos W. Cleary, PAO, Naval Weapons Laboratory, Dahlgren, Va.

• Thanks for bringing us up to date on one of the longest running serials in the *Letters to the Editor* section of *ALL HANDS*—the mystery of the 18-inch guns.

So now we can positively assert that there was—and still is—at least one 18-inch gun in the U. S. Navy. Information on the 24-incher is a welcome lagniappe.—Ed.

TAFFRAIL TALK

JUST A REMINDER to you Navy cartoonists that 1 July is fast approaching. That's the deadline, you'll recall, for your entry in the All-Navy Comic Cartoon Contest.

So finish off that last pen stroke, hold your finished product at arm's length again, chuckle to yourself for one last time, and get it in the mail.

If you are not a cartoonist yourself, but know a funny fellow who is, prod him a little. Encourage him to submit an entry. Or several entries. Let the rest of the Fleet share a laugh or two. If he's forgotten what kind of information he should include, show him page 44 of the March issue of ALL HANDS.

★ ★ ★

What with credit cards, computers, and data processing systems, the handling of monthly bills has become less and less personalized. Thus, it's not too unusual these days for a John Smith in Laramie, Wyo. to receive a bill meant for John Smith of York, Pa.

Even so, the supply people aboard the carrier *uss Kitty Hawk* (CVA 63) were puzzled when the ship received a bill from a major oil company for \$8565.36.

There were several possibilities to explain the errant statement, of course. For instance, the ship could have been taken on a weekend jaunt somewhere one day when the keys were left in her. This possibility was discounted, because surely somebody would have noticed her disappearance. Like her crew.

Or some ship might be masquerading as the carrier to get a few free gallons of oil. This idea was thrown out, however, because the sham carrier's life would be too uncertain. She would have to steam about with one porthole peeled, half expecting an A3 *Skywarrior* to plop down on top of her.

Finally, the truth came out. The 85,000-ton flattop had received a bill actually belonging to an 80-foot schooner; also named *Kitty Hawk*, also homeported in San Diego.

The bill was forwarded with best regards.

★ ★ ★

When the guided missile frigate *uss King* (DLG 10) tied up at San Diego recently, a wobbly, slightly bedraggled passenger hopped ashore and allowed as how she was glad to be back on good old terra firma.

She had come to the U. S. as a gift from the Australian government. She's a kangaroo, predictably dubbed Kingaroo by the frigate's crew.

The 18-month-old gray kangaroo was "recruited" in Brisbane, with the help of the Queensland state Premier, J. C. A. Pizzey. Before she emigrated to the States, Kingaroo had been a resident of Brisbane's Lone Pine Zoo. She now resides at the San Diego Zoo.

Although unfamiliar with shipboard travel, Kingaroo adjusted well to her new environment, often using her tail for extra stability as she frolicked about the deck with the *Kingmen*. Her temporary keeper reported that she lost about 10 pounds during the trip, existing mainly on cracked corn and jelly sandwiches.

We think that's a commendable record for a first cruise. We know of quite a few recruits who lose much more than that on a first voyage, and exist mainly on crackers.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: 'FRONT MAN'**—In the brilliant morning light of the tropics a crewmember of *USS Hoel* (DDG 13) performs cleaning chores while the guided missile destroyer patrols on search and rescue duty.—Photo by Jim Falk, JOC, USN.



BRIDGE TEAM



**A WINNING
COMBINATION**

208.3:
618

ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



**COPTER PILOT DELIVERS
LETTERS FROM HOME**

This magazine is intended
for 10 readers. All should
keep as possible.
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JULY 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1968

Nav-Pers-O

NUMBER 618

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REAR ADMIRAL BERNARD M. STREAN, USN
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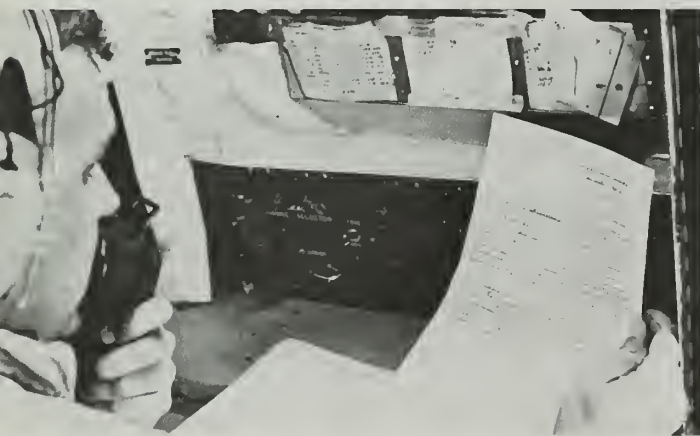
• FRONT COVER: LETTERS TODAY—LTJG Edgar L. Murphy, USN, sits at the controls of his helicopter as he moves in to deliver mail and personnel to a Seventh Fleet destroyer in the South China Sea.—Photo by Donald Grantham, PH1, USN.

• AT LEFT: IN GOOD COMPANY—United States destroyer USS Halder (DD 819) nests with Netherlands ASW destroyer Halland and British frigate HMS Brighton while in port at San Juan, Puerto Rico.—Photo by D. R. Stone, JO2, USN.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



QUIET BEFORE STORM—Somewhere beyond the calm is a violent storm. *Rt.: Constellation* begins the search.



EYE REPORT—Storm data is transmitted to Guam. *Below left:* Flight engineers maintain constant fuel chart. *Below right:* Aerographers plot typhoon statistics.



RIDING A

THE TIME IS 2145 local. A large WC-121 *Warning Star* with its graceful body identified by two huge radomes and antennas is boring stealthily through the murky Pacific night. Inside the cabin, clustered within a maze of black boxes, wires and cathode ray tubes, the crew of some two dozen men begin the most important phase of their mission.

"Flight, CIC. Recommend heading Zero Thuh-ree Five. Presently hold the eye at four five miles."

"Roger, CIC. Coming to Zero Thuh-ree Five."

This is a weather reconnaissance aircraft of Airborne Early Warning Squadron One (VW 1) which is about to penetrate into the eye of a full-blown typhoon.

In the darkened Combat Information Center, a radar observer plots a course through the least turbulent areas of the storm's feeder bands. The radar indicates a swirling, white-massed representation of the "lethal lady" and thus the less turbulent areas are easily discerned.

"Flight, CIC. Will be experiencing moderate turbulence for the next 10 minutes."

"Roger, CIC."

"Crew, Flight. Better find a seat. It's going to be a little rough for a few minutes."

FIRST COMES the rain—like wave after pounding wave of BB shot pummeling the skin of the huge aircraft.

Then the plane begins to sway and bounce with sickening irregularity, as the flexible wings bend nearly three feet from their normal position. Instruments become difficult to read as they vibrate in their shock-absorbing mounts.

Then, even more suddenly than it began, the turbulence stops, and everything is noiselessly smooth. The aircraft has penetrated into the eye of the typhoon.

The placid environment outside the aircraft is dotted by the moon and an occasional shimmering star. The sides of the eye, bathed in the pale moonlight, curve downward toward the center in the shape of a huge football stadium. It is difficult to comprehend that such a scene of natural, moonlit beauty can be surrounded by such violent weather.

As the pilot begins to orbit within the boundaries of the wall clouds, the crew turns to on various jobs. CIC personnel study their scopes for the least turbulent exits. The navigator takes a fix at the storm's center. The meteorologist and aerographers collect weather data such as temperature, barometric pressure, wind speed and humidity, and prepare their eye-message report.

Now another foreign projectile appears in this vast expanse of calm air. A device known as a dropsonde plummets toward sea level. This instrument descends on a parachute and transmits critical information back to the weather crew. A message including all this data is radioed to Fleet Weather Central/Joint Typhoon Warning Center, Guam. With this vital information, Fleet Weather Central issues advisories and messages to all military and civilian installations on Guam, as well as in the entire Western Pacific, giving advance warning of the storm's approach.

TYPHOON

WITH THE FIRST phase of their task complete, the crewmen ready themselves to depart from the calm of the eye, much in the same way they entered. Once outside, this airborne weather observatory flies to specified locations around the storm, gathering and disseminating weather data on each quadrant.

Six hours later comes the second penetration. With this, the "double fix" is complete, thus giving a complete picture of the tropical terror's erratic movements. Now the navigator plots a course for home. Home can be one of many ports of call, including Okinawa, Taiwan, the Philippines, Japan, Wake Island, Kwajalein, and others; but wherever VW 1 lands, the crew finds great relief in removing those sweat-drenched flight suits, soaked by 14 hours of arduous work.

However, in foreign lands, the landing is just the start of work for some. These are the flight maintenance personnel. It's their job to make the bird shipshape while she's on the ground.

Weather reconnaissance, VW 1's primary mission, is a vitally important role played by the energetic officers and men of this Seventh Fleet squadron. However, weather is but one of several VW 1 commitments.

As the name of the squadron implies, airborne early warning is another big shoe for VW 1's flight crews to fill. Ever since August 1964, VW 1 has been in the South China Sea nightly, ready to supply identification of all surface ships and aircraft in the area. Also, in order to meet its AEW commitments, VW 1 maintains an in-country detachment to service its giant *Warning Stars*. Through many long nights of diligent combat support, VW 1 has continued to be recognized as a hardworking unit of the Seventh Fleet.

There is still a third mission to add to the squadron's myriad responsibilities. Since the decommissioning of Pacific Barrier Squadrons, VW 1 has fallen heir to the training of pilots and aircrewmembers for the Pacific users of the C-121.

With 130,000 accident-free flying hours behind it, VW 1 looks forward to many more years of service to the Seventh Fleet.

—Dave Bea



THE CONTACT—The storm appears on the radarscope, and reveals the characteristic shape of a typhoon.



EYE DROP—Observers prepare dropsonde for storm eye. Right: Dropsonde transmission is recorded on graph. Below: ATs keep aircraft's complicated gear working.





RADAR OPERATOR—High-speed navigation controls operated at console.



HYDROFOILS skim water above.

Flying

WHAT HAS THREE LEGS but cannot walk, no wings but can fly, floats, and is one year old?

It's HYSTU—the Navy Hydrofoil Special Trials Unit.

Based on Washington State's Puget Sound, the hydrofoil mariners of HYSTU are now in their second year as an operational command.

HYSTU has used the three-legged, foil-equipped, patrol craft *High Point* (PCH 1) in testing and evaluation of foil vessel systems with an eye to demonstrating the practicality of hydrofoils in today's Navy.

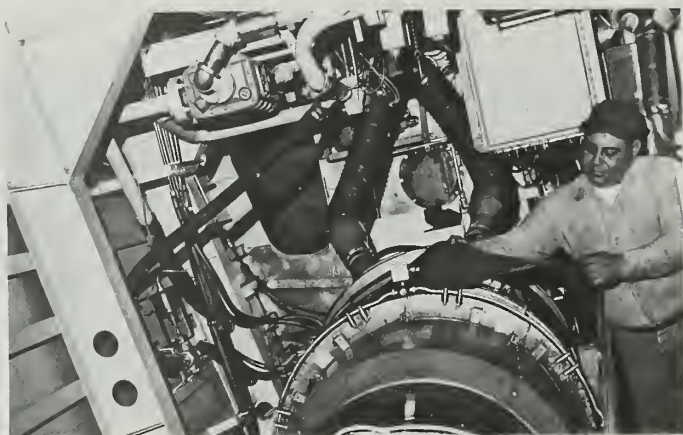
A second hydrofoil will be added to HYSTU, the 220-foot *Plainview* (AGEH 1), at 310 tons the largest hydrofoil vessel in the world.

The smaller *High Point* is 115 feet long.

Both ships are designed solely as experimental vessels. They represent the Navy's decision to develop its own hydrofoil research and development program.

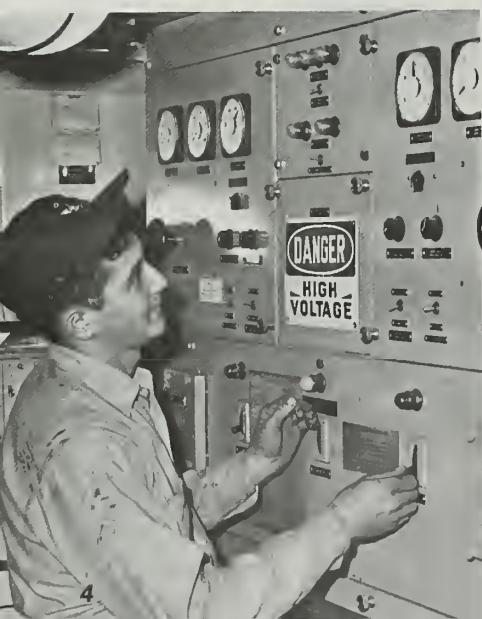
The two hydrofoil gunboats, *Flagstaff* (PGH 1) and *Tucumcari* (PGH 2), are now in the final stages of Navy crew training by their builders. They will be evaluated side by side this summer.

Although they are not HYSTU units, much that is in them is the result of research efforts similar to those of the Hydrofoil Special Trials Unit.



HIGH POINT—Top Photo: Ernest Rhodes, EN1, removes cover from *High Point* gas turbine. Above: Hydrofoil's gun crew at their stations on 40-mm gun. Left: Anthony F. Palmeno, EN2, changes the electrical power source from ship to shore.

—Photos by E. Dotson, PH2.





FOILBORNE—USS *Tucumcari* (PGH 2) flies high, propelled by water-jet. Rt: High Point, flies high.

On Three-Legged Ships

High speed, stability and maneuverability, especially in high sea states, are the prime assets of hydrofoils, according to Lieutenant Commander Karl Duff, officer in charge of HYSTU.

"Sure, the PT boat was fast," he said, "but it pounded itself to pieces in rough water."

Hydrofoil craft are "above" mere rough water as they fly foil-borne in excess of 40 knots, six feet above the waves. A sophisticated electronic autopilot keeps the vessel stable in spite of heavy seas, automatically compensating foil control surfaces as the foils cut through the water just as an airplane wing passes through air.

HYSTU efforts have been with this submerged type foil system rather than the surface-piercing foils found on European commercial hydrofoil ferries.

Compared with the upside-down T-shaped submerged foil, the V-shaped, surface-piercing European foil is overly responsive in rough seas, resulting in a rough ride.

To the hydrofoil mariner, the high stability of his ship means at-sea comfort and a distinct lack of greenness about the gills.

In fact, nonexistent sea legs might be the only evidence of HYSTU duty. At present there is no special designa-

tion for those with hydrofoil experience, and the only schools graduating trained hydrofoil men are the vessels themselves, except for original crews which are contractor-trained for the job.

The hydrofoil mariners like to talk about their ships.

According to one HYSTU man, commanding *High Point* is like "riding a tricycle—you just steer it and everything else is automatic."

The pilothouses of hydrofoil ships resemble aircraft cockpits with compact operator control stations. There are more gauges, knobs and dials than you would find in a conventional ship of similar size, but fewer than in an airplane.

Flying the hydrofoil is a matter of commanding the height setting desired, then shoving the throttle forward. There is very little sensation as the ship becomes foil-borne in calm water, and the sensation of flying in rough seas is akin to the slight motion of a train.

According to LCDR Duff, "You hear a gurgling sound if you're down in the hull as the craft goes from hull to foils. Then, in 20 or 30 seconds, you're foil-borne."

As soon as the vessel gets up on its legs, the helmsman must throttle back, due to lessening water resistance. Otherwise, the ship would

surge forward at a high speed.

Aren't those struts and foils sticking down from the hull likely to be damaged or torn off by driftwood?

Not likely.

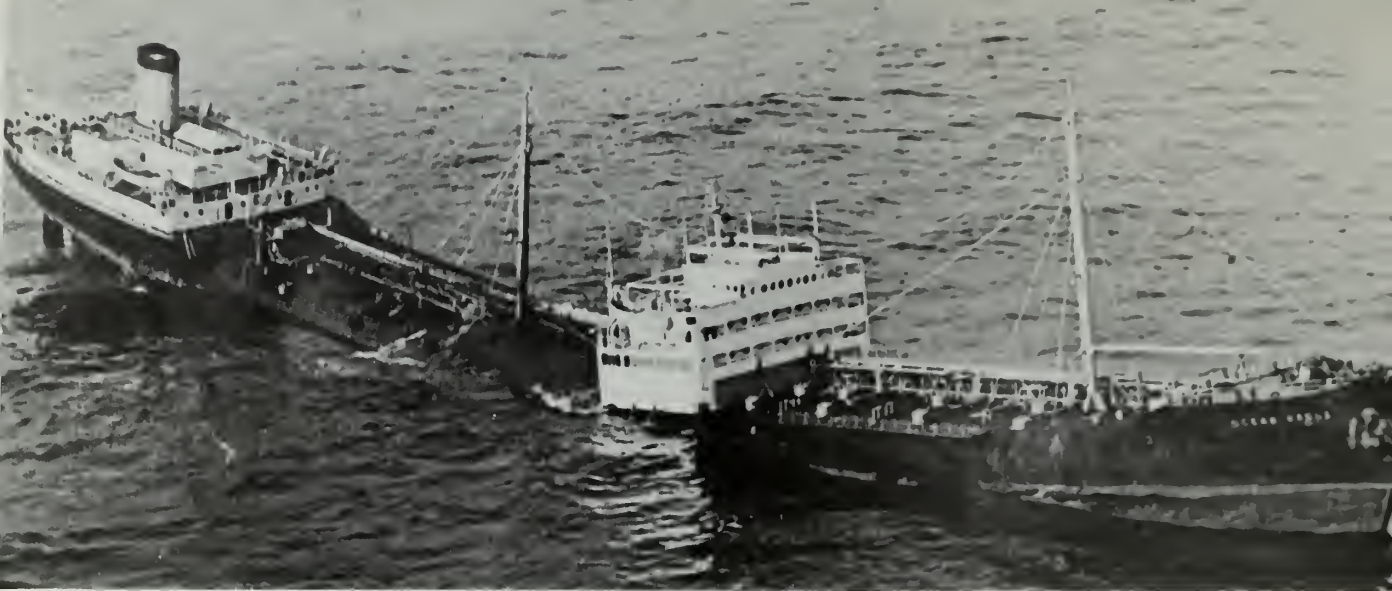
The hydrofoil ships are not only chop-chop, they chop.

In test runs on Puget Sound, hydrofoil craft have encountered dozens of pieces of driftwood, including logs over a foot thick. The patrol gunboat *Tucumcari* recently broke a foot-and-a-half thick log into three pieces with no strut or foil damage, and only slight damage to her aluminum hull. The foil and struts are fabricated of high-strength steel.

Conventional sailors go aboard foil craft and learn about an unconventional Navy. Hydraulics, turbine and water-jet propulsion, struts, foils, flaps, full-incidence control, cavitation, takeoff — most of these are new to the neophyte hydrofoiler, and vary from ship to ship.

And many of the hydrofoil mariners have gone from ship to ship. The Navy has drawn on experience by returning some first-generation hydrofoil men to newer vessels such as *Tucumcari* and *Flagstaff*.

Even so, there have been no curses from those pioneering hydrofoil mariners who have been "foiled again." —D. H. Hein, JO1, USN.



BROKEN EAGLE—Swellers pound Liberian oiler, *Ocean Eagle*, against shoals breaking her steel backbone.

A UNIQUE RESCUE: NAVY CREWS SAVE

THE WALLS of El Morro Fortress have guarded the entrance to Puerto Rico's San Juan harbor for more than four centuries. During this time, the 140-foot-high walls have stood silent witness to a number of catastrophes.

One of the most recent occurred on Sunday, 3 March, when the early morning calm was shattered by the sound of crunching metal.

Just outside the entrance to the

channel, barely 500 yards from the foot of the walls, the Liberian oil tanker *Ocean Eagle* was dashed against the rocky shoals.

Giant swells pounded the helpless tanker over the rocks. The force was so powerful that it ripped the tanker apart just aft of the bridge, severing the bow from the stern.

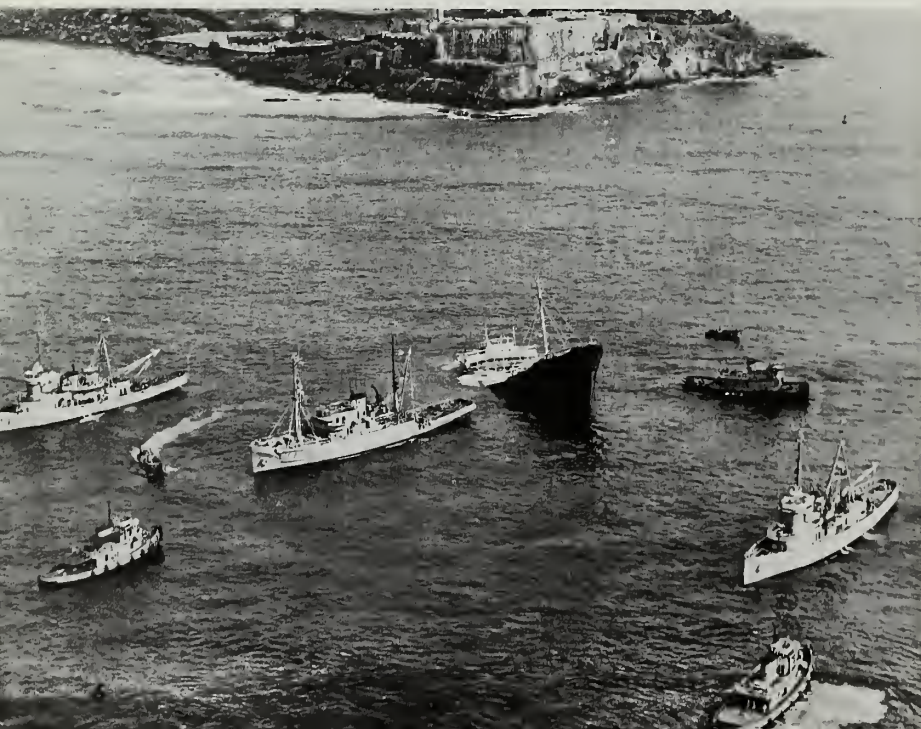
Ocean Eagle's master ordered all hands to abandon ship.

Minutes later, the bow of the

heavily loaded tanker came to rest on a coral ridge just clear of the narrow channel. The stern section drifted into the channel and broached at a point some 300 yards from the bow.

Ocean Eagle had been bound for an oil refinery with 5.7 million gallons of Venezuelan crude oil. As the bow parted from the stern, oil began pouring out of the torn tanks and into the waters of San Juan

TUG-OF-WAR—USS *Paiute* (ATF 159), USS *Preserver* (ARS 8), and USS *Utina* (ATF 183) try to pull the bow section away from the entrance to San Juan harbor. *Rt.* Crewmembers of *Preserver* stow two-inch cable.



ALL HANDS

harbor. By nightfall, the surf was carrying the black menace ashore.

THE THREAT the wreck presented was critical and twofold. From its position in midchannel, the stern section blocked the harbor entrance. The black cargo spewing from the ruptured oil tanks threatened fish and other marine life and was damaging beaches along Puerto Rico's "gold coast" at the height of the tourist season.

Authorities in San Juan, aware of the potential of the disaster, asked the U. S. Navy to remove the wrecked bow from the harbor entrance, and a commercial salvage company was assigned the stern section. The Navy's task was assigned to the rescue salvage ship *USS Preserver*

A COAST

(ARS 8) commanded by Lieutenant Commander R. F. McCullough, USN, and the Fleet tugs *USS Paiute* (ATF 159) and *Utina* (ATF 163).

During the first night, the ships moved the hulk 200 feet toward the sea. Then strong winds and rough seas made it impossible to tow the oil-heavy bow any farther. Several wire towing lines up to two inches in diameter snapped apart. The wreck would not budge.

On the third day, heavy seas moved the hulk farther into the channel until it came to rest close to shore, just below El Morro. It was a less serious hazard to navigation, but it continued to bleed its thick, oily cargo into the harbor.

Time was an all-important factor. The threat of oil pollution grew daily. A different plan of action was needed—it was apparent that towing operations were futile.

Oil was spilling from the wrecked bow, and pollution in the harbor now was critical.

As hotel beaches were closed, attempts were made to emulsify the oil on the water's surface. A harsh detergent spread on thick oil patches caused the waste to coagulate, break up and sink before reaching shore. However, the emulsification had to be abandoned. The detergent could be more damaging to sealife than the oil leaking from *Ocean Eagle*.



BOTH ENDS—Stern of *Ocean Eagle* is seen through porthole on ship's bow.

THE TASK facing the Navy now became clear; the bow would have to be pumped clear of oil before it could be moved. The task seemed monumental. Unpredictable swells and currents washed at the harbor's mouth, and the sudden periods of bad weather seemingly came from nowhere.

Captain Bernard Peters, Chief Staff Officer of Service Squadron Eight in Norfolk, Va., was placed in

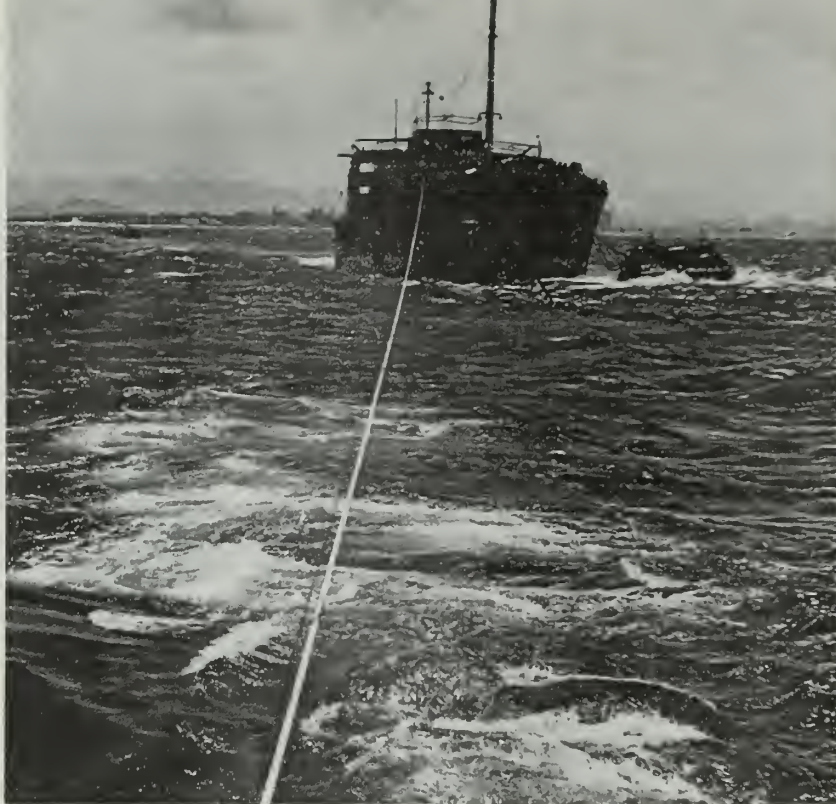
charge of the salvage operation. *Preserver*, ready for round two after her first encounter with *Ocean Eagle*, began to offload the black oil into Navy barges.

By 21 March, *Preserver's* crew and Navymen from the San Juan Naval Station had emptied 1.2 million gallons of oil from the wrecked bow. They pumped oil around the clock.

Efforts could then be transferred

HEAVE HO—Fleet tugs strain at tow cables as they pull on sunken bow.





LAST CRUISE—Free from oil and ballast, bow rides on even keel ready to tow.

to the safe removal of the hulk from the harbor entrance.

After it was filled with salt water ballast to prevent it from shifting, the wreck underwent days of tests to determine the best possible means of refloating it.

However, bad weather which had hampered operations from the beginning caused towing operations to be delayed for more than a week.

On 3 April, one month from the day *Ocean Eagle* broke in half, *Preserver* began final stages of the operation.

Pumps were lowered into the tanks, and salt water spewed from

the holds which had contained the damaging oil.

Slowly through the night, as the tanks were emptied and air forced in, winches were used to turn the bow towards the open sea. By daybreak on 4 April, the hulk had risen to an almost-even keel.

At noon, *Preserver* began to pull the floated bow, and 45 minutes later the hulk broke free of the coral mass which had imprisoned it for almost a month.

AT A SAFE DISTANCE eight miles from the harbor entrance, *Ocean Eagle's* bow was made ready to be

sent to the bottom. This in itself presented a new problem.

Nine men had remained on board, including CAPT Peters and Commander Boyd, Salvage Officer, CINCLANTFLT, to open sea valves and remove tank covers.

However, the bow began to sink faster than had been expected, and the men on board the wreck called for a tugboat to take them off.

The tug that was dispatched had an engine failure and wallowed dead in the water.

The wreck rolled over and appeared to stand on end. The nine men on top jumped 30 feet into the water and swam away. Within 12 minutes, all were picked out of the ocean as the wrecked bow disappeared into 6000 feet of water.

Puerto Rico's governor commended the Navy for its disposal of *Ocean Eagle*.

"The people of Puerto Rico owe the Navy a debt of gratitude," Governor Sanchez said. "On their behalf, I commend the Navy for this outstanding achievement which was accomplished under most difficult conditions."

A week later, a salvage company completed offloading the stern section and disposed of it in much the same way as the Navy had the bow.

Eighty tired Navymen returned to San Juan on the evening of 4 April. They had undergone a month of continuous operations filled with fatigue, frustration—and finally jubilation as they saw their efforts reach a successful conclusion.

One of *Preserver's* crewmembers said that the ending was a little sad. "You hate to see any ship sink," he said, "even one that caused so much trouble."

—Danny Sloane, JO2, USN.

LAST LOOK—Bow section of *Ocean Eagle* sinks in sea. Rt: Navy salvage workers lay gear to free bow from rocks.





Recruits march to noon meal at NTC, San Diego.



Salad servings on NTC serving line.

Millions of Meals

ANY NAVYMAN who has shopped for groceries knows how easy it is to run up a bill. But, would you believe six million dollars?

Would you believe \$5,825,948.21?

During 1967, that amount of money was spent to furnish the Naval Training Center, San Diego, galleys with food.

The Food Service Office for NTC has the responsibility for ordering all the food prepared at the three center galleys, plus the Antisubmarine Warfare School galley and the Naval Electronics Laboratory galley.

During the last year the Food Service Officer was responsible for serving 3,650,306 pounds of meat, 690,985 dozen eggs, 1,561,232 gallons of milk, 369,071 pounds of butter and more than a million loaves of bread.

The menus are planned eight weeks in advance and then go before a reviewing board for criticism. The board is made up of representatives from all five galleys.

All the meat and vegetable preparation is done in Galley Five, which is centrally located. Items such as meatballs, meat loaves, and salisbury steaks are readied for cooking at the galley and then sent to the other galleys to be cooked and served.

Pastries for all galleys are prepared in Galley Five during the late night hours, and trucked to the other galleys in time for breakfast which starts in some as early as 4:45 am. All doughnuts for the center are prepared in Galley Eight and distributed to the various mess halls.

Galley One also serves a full night meal to one group of students during the late hours. The students' hours are such that they must eat one of their regular meals near midnight.

All of this food is served to these Navymen based on an allotment of \$1.18 per day per man plus 20 cents for milk. On this basis the five galleys at NTC San Diego serve approximately 45,000 meals each day.

—G. Smith, SN, USN



Commissaryman ladles soup from cook pot.

Meat for five messes is prepared in galley.



Desserts are readied for serving.



A whole mess of potatoes.





TURNOVER—Six of seven U.S. vessels to be transferred to the Philippine Navy tied to the pier at Manila.

SAILING WITH THE *Philippine Navy*

FOLLOWING TURNOVER CEREMONY a former U.S. patrol craft, now manned by Philippine Navymen, works its way into Manila Bay to begin duties.



THE UNITED STATES recently turned over seven naval vessels to the Philippine Navy, in separate ceremonies at Manila and Philadelphia, Pa.

The vessels, delivered under the Military Assistance Program, are RPS *Datu Kalantiaw*, formerly a U. S. Navy destroyer escort; *Quezon*, a former minesweeper; *Limasawa*, a recently decommissioned U. S. Coast Guard supply ship; and four Swift patrol boats (PCF).

The escort destroyer is reportedly the largest warship now in the Philippine Navy. The smaller ships are to be used primarily in the Philippine government's anti-smuggling campaign.

Quezon (ex-uss *Vigilance* (MSF 324)) was sailed to the Philippines from Seattle, Wash., by a Philippine Navy crew.

Until recently *Limasawa* plied the waters of the Philippines, supplying five U. S. Coast Guard loran transmitter sites scattered throughout the country. She is expected to aid significantly the government civic action programs in the southern Philippines.

When *uss Booth* (DE 170) became RPS *Datu Kalantiaw* at Philadelphia Naval Shipyard, U. S. Navy training teams began working with the ship's new crew to get *Datu*

Kalantiaw ready to take her place in the Philippine Fleet.

Four officers and 21 enlisted U. S. Navymen joined the crew soon after the transfer ceremonies in Philadelphia. Members of the Mobile Training Team, their job was to help the Philippine crew mold itself into a smoothly trained unit. This included training in everything from getting underway to operating complex electronic gear.

A FEW WEEKS later, additional Navymen reported aboard *Datu Kalantiaw*. They were members of the Underway Training Unit, and their job was to take the Philippine sailors through individual ship exercises.

The Mobile Training Team helped the new crew learn the basics of their new ship, and also acted as liaison between the crew and the U. S. shore establishment by helping them make out supply chits and repair work orders. The Underway Training Unit took the ship to sea and ran the Philippine crew through its combat and emergency procedures.

When both teams finished their training job, the new crew had been schooled in damage control; firefighting; engineering casualty control; nuclear, biological, and chemical warfare defense; anti-aircraft gunnery; antisubmarine warfare; underway replenishment; and almost every other aspect of ship-board life.

Most of the vessels which make up the Philippine Navy have been ex-



ONE OF THE BIGGEST OF THE FLEET—RPS *Datu Kalantiaw* sails in R. P. Navy.

U.S. Navy ships turned over as part of the Military Assistance Program.

THE PHILIPPINE NAVY got its real start in this fashion, when shortly after World War II, the U. S. turned over 96 vessels of various types to the Philippine government.

At that time, the youthful Navy was known as the Off Shore Patrol, and its primary duty was to prevent smuggling and enforce the law. As a result of its operations against smuggling in its early days, the Naval Patrol (as it was later called) saved the government an estimated five million pesos in revenue from 1947 to 1951.

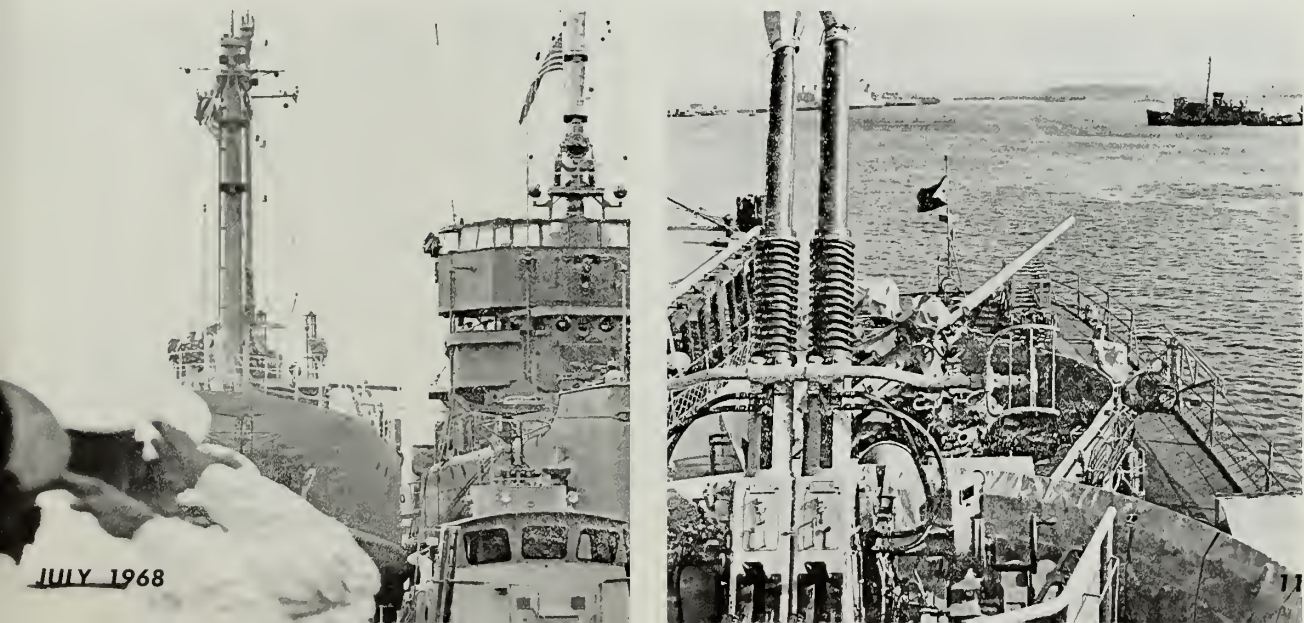
The Philippine Naval Patrol became a major service of the armed

forces of the Philippines on 22 Dec 1950, and it was then named the Philippine Navy.

It was charged with the organization, training, maintenance and operation of naval forces and aircraft, including Naval Reserve units, and also was called on to assist in the enforcement of laws and regulations on customs, revenue, fishery, neutrality and immigration.

Some of the Navy's major accomplishments were the transport of Philippine troops to Korea during the Korean conflict, the evacuation of stranded Filipinos from Shanghai on the eve of the Chinese communist occupation, plus mercy, relief and rescue operations and economic development missions.

HAND SALUTE—U. S. flag lowered aboard ships during turnover. Rt: Philippine flag flies from former USS *Booth*.





ASKARI WELDER fabricates a part for a river assault craft. Rt: Assault boat is lifted to barge for hull repair.

Repair Problems? Ask

THE REPAIR SHIP USS *Askari* (ARL 30) does the work of two ships.

Yeah, sure she does, you say, as you recall how often you've heard that one.

But wait, skeptic. Let the facts speak for themselves.

Askari, one of the primary support ships of River Assault Flotilla One, operating in Vietnam's Mekong Delta, was originally meant to be one of two repair ships responsible for the maintenance of the 100 armored assault boats of the riverine force.

However, *Askari* assumed the task of providing the necessary services alone.

Early this year, *Askari* celebrated the first anniversary of her current tour of duty in Vietnam. She did so, however, without the ceremonies usually associated with such an event. Rather, her crew went about their duties as they would on any other day. In the afternoon they lifted the 200th boat (weighing over 70 tons) of their deployment and proceeded with its repairs.

This was a fitting way to mark the passing of the first year, for in that period *Askari* has not had one stand-down day. Seven days a week, day and night, the ship's crew have been operating steadily.

Much of what the *Askari* has been asked to do has required originality and improvisation. While the basic jobs of the specialized crewmen remain the same as in any other billet, the methods and conditions vary considerably.

The fact that they work under combat conditions in a combat zone makes the job of the technicians aboard *Askari* more difficult. Lieutenant William J. Bush, USN, the repair officer, explains, "Sixty per cent of our work must of necessity be performed outside the hull of the ship. However, the hours of darkness are when the VC prowl, so the ships of the force must remain dark. This has caused us some problems at times, but it hasn't stopped us. I have seen nights when our men have made emergency repairs to river assault craft using red flashlights."

Askari's job began when she first arrived in country a year ago. At that time, the riverine units were using boats borrowed from the Vietnamese Navy. Soon, however, the American craft arrived, and the task of outfitting them was undertaken. This included cleaning weapons, checking out engines and otherwise making boats combat ready. By this time *Askari* crewmen had a good idea of what their job was all about.

But, when the action started and the boats became targets for the Viet Cong, some unexpected problems developed.

While four craft in the riverine fleet are conversions of conventional amphibious landing craft, the fifth, the assault support patrol boat (ASPB), has been especially built for this type of conflict. Because of the accelerated construction schedule of the ASPB, many repair parts were not backed up in the supply system when the boats first arrived.

Lieutenant Kevin T. Reynolds, *Askari's* supply officer, points out, "Basically, *Askari's* mission is to repair boats. The supply department stocks some 26,000 line items to support the ship and the repair department, but most ASPB parts were not initially part of this stock. We had to identify, catalogue and initially order these parts for our stock."

Often, *Askari's* enlisted technicians were forced to fabricate necessary parts which were not available from supply. Said Lieutenant Commander Don Craft, the ship's executive officer, "It's hard to tell just how often the men did manufacture needed tools and parts. They did it, and the officers never heard about it. They saw it as a necessary part of their job and not something that deserved

special attention. This says a great deal for their competence in their respective fields."

Many of the jobs which come to the ship's nine repair shops are a result of battle damage. On one day in December, there were 21 boats alongside *Askari's* repair barges. They had been damaged in one of the biggest combat engagements in which the riverine force had been involved. The repair personnel completed 63 job orders in 26 hours, returning the craft to the line in record time.

There have been specialized requirements which *Askari* and her crew have filled during their first year, also. Probably the most unique is the construction of a fleet of the world's smallest aircraft carriers.

This entailed the construction of a flight deck which would support

Askari

medium-sized helicopters while being compact enough to mount on a 56'1½" armored troop carrier. Following specifications provided by the Naval Research Laboratory in Washington, *Askari* crewmen fabricated the first one in August 1967. The first increment of "mini-carriers" proved so valuable for resupply and medical evacuations from the isolated areas in which the riverine force operates, that *Askari* has been called upon to construct 17 more decks on other troop carriers.

Another innovation by *Askari* which has saved many lives and possible injuries to men engaged in fighting in the delta is the installation of bar trigger armor in strategic areas on the riverine assault craft, which was generated by a member of River Flotilla One's staff.

Consisting of steel reinforcing rods welded into a grating, it is meant to prematurely detonate shaped charges so that their force is partially spent before they strike the actual body of the boat.

Askari has a tradition for being a hard worker, and her current crew is living up to it. This is the ship's second tour of duty in Vietnam, her first coming in 1954 during the famous "Passage to Freedom" operation for Vietnamese refugees.

The grueling pace required of *Askari* crewmen does not seem to have adversely affected their morale. Despite the heavy workload, 20 per cent of the 220-man crew have voluntarily extended their normal one-year tour of duty in Vietnam by an additional six months.

In addition, crewmen have used their off-duty hours to construct a canopied recreation area on the second level of the ship. It boasts bright-colored lounge chairs and table tennis equipment. There is even a booth where popcorn and ice cream can be prepared and dispensed during evening movies.

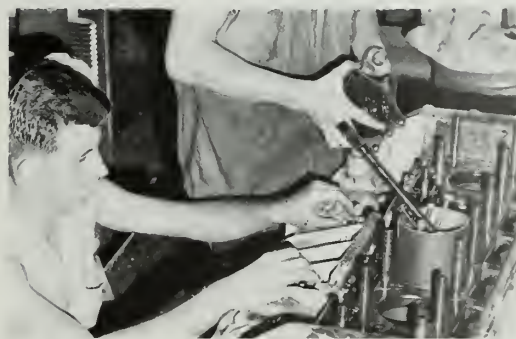
It has been estimated that 94 per cent of the flotilla's assault boats have been operationally ready to do their jobs at all times.

Besides performing all of the services which are necessary to maintain a ship in the steaming tropical climate, crewmen have worked on every type of Army and Navy craft which navigates the delta waterways, from the 16-foot Boston whaler to the self-propelled barracks ships which house 1100 soldiers and sailors of the Mobile Riverine Force.

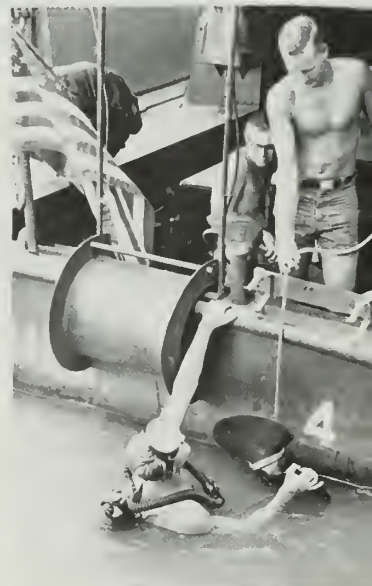
This river force plays an increasingly important role as the campaign against Viet Cong terrorism in the delta gains momentum. *Askari* will be expected to absorb much of the responsibility for insuring the smooth transition in this critical period.

There seems to be no doubt that she will do so ably. Okay, skeptic?

—S. M. Ward, JO3, USN.



PHOTOS CLOCKWISE FROM ABOVE—1. An Engineman tears down a manitar gunboat engine far repairs. 2. Two USS *Askari* crewmen prepare to replace a propeller an an assault support patrol boat. 3. Wiring an the helicopter deck of an armored troop carrier is repaired. 4. Fireman R. L. Gleddan removes sharp edges from steel plating far use an a riverine assault craft.





NAVSPASUR is a command and the stations are part of a system.

Checking the Traffic in Space **SATELLITE**

THERE IS A FENCE stretching across the entire southern United States, from Savannah, Ga., to San Diego, Calif.

It doesn't keep anything in and it keeps nothing out. It merely lets people know when something—a satellite—passes through it.

The fence's history began in 1958 when the Advanced Research Projects Agency (ARPA) authorized the Naval Research Laboratory (NRL) to provide two satellite detection complexes—in the eastern and western United States.

NRL wasted no time in starting the project. A Project *Vanguard* Minitrack station at Fort Stewart, Ga., was modified to become a receiving station for the new complex, and a transmitter that had been used to calibrate the Minitrack stations (by bouncing signals off the moon) was moved from Fort Monmouth to Jordan Lake, Ala. As a result the eastern complex was put in partial operation less than six weeks after the ARPA order was given.

Later in 1958 the second receiving station, this one at Silver Lake, Miss., was completed and the eastern complex was put into operation. In 1959 the western complex, consisting of a transmitter near Gila River, Ariz., and receiving stations at Elephant Butte, N. M., and near San Diego was completed.

Fortunately, the two complexes were placed on a common great circle so that, when a center transmitter was authorized in 1960, it could be used to illuminate both complexes.

This central transmitter is located near Lake Kickapoo, Tex. It originally had a transmitting power of 500,000 watts into a mile-long antenna. This power level is such that when the moon passes through the beam it receives a power of two kilowatts from this source. The antenna is so long that one must be 1000 miles away before the beam spreads.

THE OVER-ALL project proved such a success that it was transferred from ARPA to the Navy in 1960. The Naval Space Surveillance Facility was established at Dahlgren, Va., and commissioned the U. S. Naval Space Surveillance System (NAVSPASUR) on 1 Feb 1961.

NAVSPASUR keeps a constant watch on satellite traffic and provides whatever satellite information is requested by its "customers." These include various activities in the Department of Defense and in the scientific community. The customer receives the latest orbital data as revised daily by NAVSPASUR's own computers.

The computers are one of the items included in fiscal year '64 and '65 appropriations for further improving the system. For this improvement program the frequency of all the stations was changed to double that of the old *Vanguard* frequency. In addition two additional receiving stations were constructed at Hawkinsville, Ga., and Red River, Ark., the sensitivity of the receiving stations was improved, the Kickapoo transmitter power was

doubled to one million watts and its antenna to two miles in length, making it the largest radiating transmitter in the world.

The satellite detection system is certainly unusual and perhaps even unique. Most other detection systems use radar to detect satellites. Unknown objects or new satellite launches, or course, were impossible to locate unless they chanced to pass through the radar beam.

THE NEW Navy system, on the other hand, operates on an entirely different concept. Any object crossing the radiated fence will be observed whether or not its appearance is predicted.

When a satellite crosses the fence, its longitude, altitude and zenith angles from the receiving site are printed out at NAVSPASUR headquarters for analysis and identification.

Facts concerning a satellite's orbit normally are computed after NAVSPASUR has observed the satellite on both sides of the orbital plane.

The concept of a fence chasing a satellite through space to catch it a second time is a little easier to grasp when you consider that it takes the earth about eight hours to rotate from one side of the orbit (where the passage of north to south satellites is observed) to the other side of the orbit (where south to north satellite passes are noted).

The Navy satellite detection system consists of nine field stations, three transmitter sites and six receiver sites. The receivers are located

at San Diego, Elephant Butte, Red River, Silver Lake, Hawkinsville, and Fort Stewart.

The two 50-kilowatt transmitters are located at Gila River (in Arizona) and Jordan Lake (in Alabama). They are primarily used as gap fillers in the east and west for the main fence being generated by the one-megawatt transmitter near Lake Kickapoo.

All field stations are located on a great circle about 33 degrees north latitude. The three transmitters generate a continuous wave of radio energy electronic fence stretching

FENCE

across the southern United States from 65 degrees W longitude to 135 degrees W longitude.

WHEN A SATELLITE crosses the fence, the satellite reflects a portion of the transmitted energy to one or more of the six receiver stations in the fence.

A single observation will give only a line of position (no altitude). If two or more receiver stations observe the satellite, these will triangulate to a point in space and an altitude can be computed. Nearly all satellites today are observed by more than two receiver stations. Here's a somewhat technical explanation of what goes on:

Satellite information received at the field stations is transmitted to NAVSPASUR Headquarters at Dahlgren (in "analog form") over commercial telephone lines, by means of a "tone telemetry system." When the information arrives at Dahlgren, it is fed into a complex mechanism, formally known as the "automatic digital data assembly system" and more popularly referred to as ADDAS.

The ADDAS is a special purpose computer designed and built in the Naval Weapons Laboratory and converts incoming information into a "digital format" to make it compatible with NAVSPASUR computers.

Information is then reduced, assembled and fed directly into one of the two computers for "real-time" processing. Unknown or selected

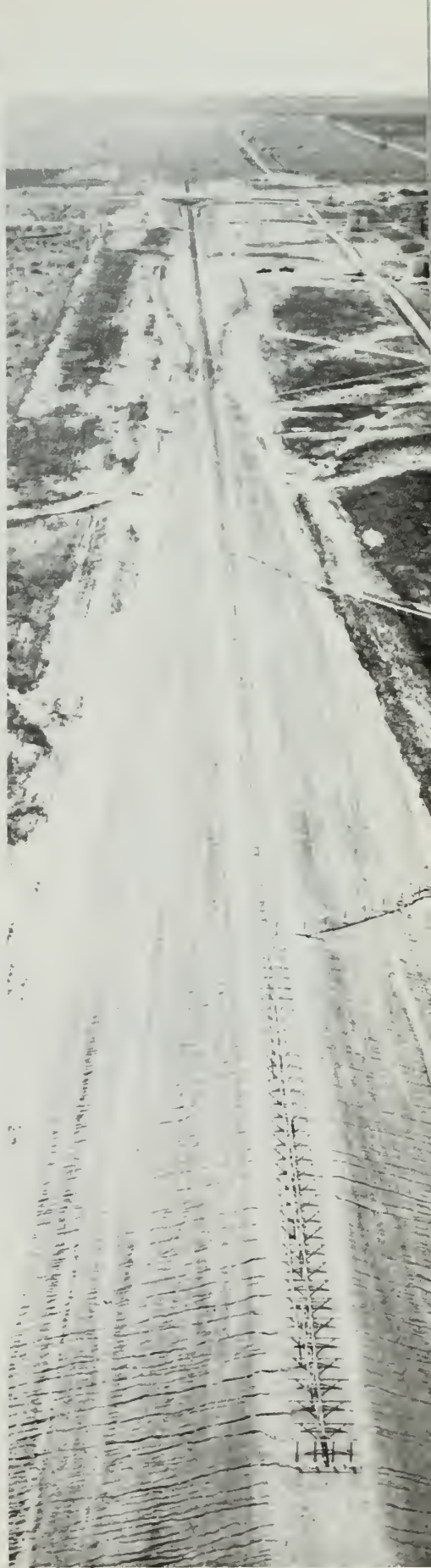


observations are printed out for immediate analysis.

BY OBSERVING satellites crossing the fence, better information on orbits, both old and new, can be obtained. The time at which a satellite will again cross the fence can also be predicted from its previous crossings. In this way, NAVSPASUR operates a self-contained and completely self-sufficient system on a 24-hour-day, seven-day-a-week basis.

Since there is no time through the year during which the latest satellite information is not available, NAVSPASUR's customers are well supplied with data on orbital observations, predictions, angles, equator crossings, time-position tables and special analyses.

To the Navy and many others, satellites are of considerable importance and it's hardly surprising that the United States is interested in an accurate census of the growing satellite population. The electronic fence stretching across the U. S. is prepared to furnish the information.



CNO Cites Services' 'Lesser Known Role' on Behalf

WHILE NATIONAL DEFENSE is the primary role of the U. S. serviceman, the armed forces team has taken a prominent part in "socially responsible" efforts through civic action and people-to-people programs both at home and overseas, according to a report from Admiral Thomas H. Moorer, usn, Chief of Naval Operations.

At the same time the armed services are contributing directly to the U. S. community significantly in many other ways than in national defense, he said before a civic group in Norfolk, Va.

He discussed the armed forces' "lesser known role" aimed at the achievement of the "mental, physical and spiritual security of the individual" as well as the military security of the nation at large.

"I'm proud to say that the military forces in the United States have over the years broadened their horizons to fit the times. We have in the armed forces the largest single manpower potential in the United States," he said.

"These vast defense resources today can, and are providing, in addition to ready military power, a vital arm in combating the social problems facing the country."



Admiral Thomas H. Moorer, USN
Chief of Naval Operations

Among the many projects which directly benefit the nation at large, ADM Moorer discussed the educational services of the armed forces.

- "The Department of Defense maintains the largest educational complex the world has ever seen," declared ADM Moorer. "The services provide enlisted men with professional training in some 1500 different skills in more than 2000 separate courses. In addition, 65,000 officers a year are actively pursuing their professional education."

The impact of this educational system is revealed in the fact that an annual average of 95,000 young men and women who enter the service without a high school diploma earn that diploma or its equivalent while in uniform.

- Speaking of the relatively new program called "Project 100,000," ADM Moorer said the armed forces will have taken into military service by September about 100,000 men who in the past would have been disqualified because of educational deficiencies or correctable physical defects. The services "are proving that they can qualify as fully satisfactory servicemen if exposed to modern instructional techniques, and that they can be returned to civilian life as productive members of society with vastly improved earning potential."

- The armed services are also in the forefront of the "equal opportunity" program, asserted ADM Moorer.

"We are, in the military," he said, "doing everything possible to assure that discrimination within the military service is eliminated. The accepted concept of the serviceman's welfare explicitly includes the assurance of equal treatment



f the Community

and opportunity without regard to race, color, religion or national origin."

- The armed forces' assistance and cooperation in the President's Youth Opportunity Program, which provides employment and recreation for disadvantaged youths, was also cited by ADM Moorer.

- The armed forces are also participating in the new program for aiding in the recruitment of civilian police to help fill serious nationwide vacancies in our police forces.

- The Defense Department is also concerned with another program, "Project Transition," which will have an impact on the U. S. community, ADM Moorer stated. The entire purpose of this program is to provide in-service training and educational opportunities for non-career servicemen to enhance their chances for employment in civilian life.

Project Transition provides a comprehensive counseling schedule; a skill training program for civilian-related jobs; an opportunity for the completion of the equivalency of a high school education; a placement program to relate the training received to actual job opportunities available; and an evaluation program to follow up on individuals after they leave the service.

- While it is obvious that the immense educational complex of the armed services exists to satisfy the needs of the nation's defense organization, stated ADM Moorer, it nevertheless is equally obvious that it provides a gigantic educational by-product for U. S. society as a whole.

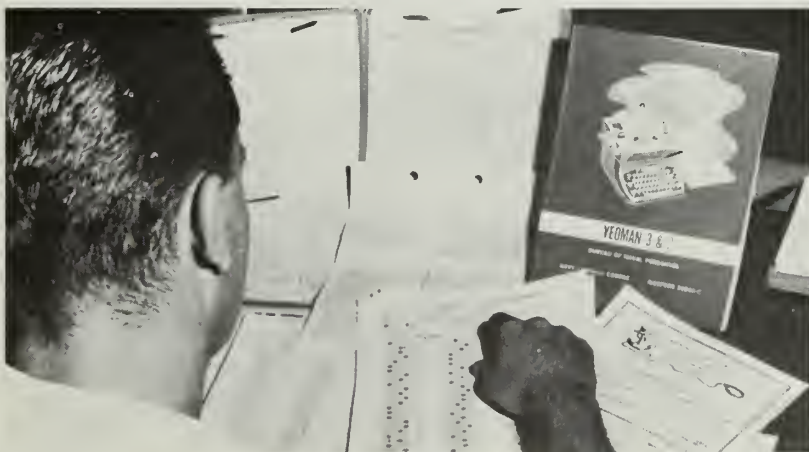
As a result, the services return more than half a million individuals annually to the country's skilled manpower pool. A substantial number of our outstanding skilled workers employed in such occupational fields as electronics, engineering, transportation management, machine tool operation, automotive and aircraft maintenance, and the building trades—to mention only a few—have received their training in the armed forces.



COLLEGIATE CARRIERMEN—Crewmembers of USS Kitty Hawk (CVA 63) take time from shipboard routine in the Western Pacific to participate in the nation-wide College Board Tests. As students throughout the United States were taking the test so were 21 college-bound Navymen aboard Kitty Hawk.



NESEP SELECTION—Air Controlman Second Class Harvey E. Clark will enter college under 1968 Navy program.



ON THE JOB—The services return more than half a million individuals annually to the country's skilled manpower pool.



UNDER CHARLIE'S NOSE—Rolling stock of the 5th Cavalry Division offloads from USS *Meeker County* (LST 980).

SHUTTLE RUN

ONE OF THE MAIN supply routes for troops in the upper I Corps area of South Vietnam is the Cua Viet river. The entrance to the river, which lies just six miles below the Demilitarized Zone, is less than 75 yards wide, and is so shallow that passage is virtually impossible for deep draft ships.

Nevertheless, cargo must be shipped to the staging area in the river mouth for further shipment up river by amphibious landing craft. Selected to do the jobs are shallow

draft tank landing ships such as USS *Meeker County* (LST 980).

Meeker County and her sister ships kept open the line of supply in the I Corps after the Tet offensive nearly severed the overland flow of material. The 7th Fleet ships assured success at Khe Sanh and at Hue by delivering ammunition, guns, rolling stock and C-rations at a time when all logistic support was at a premium.

Since early February, *Meeker County* has made seven shuttle runs

from Danang to the Cua Viet. Each trip, her tank deck has been bulging with cargo, and every square inch of her main deck filled to capacity. A load for the Cua Viet from the 7th Fleet Amphibious Force ship may vary from 600 to 1000 tons. One load might consist of pallets of ammunition, and another might be rolling stock—tanks, trucks, jeeps and armored personnel carriers.

These are not milk runs. *Meeker County* and her sister LSTs are often shelled by enemy mortar and artillery fire.

Strong river currents and monsoon rains add to the difficulties confronting the LSTs. Sand banks constantly shift, making the Cua Viet difficult to navigate, and silt raised from the river bottom is easily sucked into the water cooling system of the main engines.

The March 23 run to Cua Viet was typical for *Meeker County*. The ship pulled into the loading ramp in Danang Harbor and immediately began taking aboard elements of the Army's 5th Cavalry Division, six M-48 tanks, 30 armored personnel carriers, jeeps, trucks and 165 troops to man the rolling stock.

MOVING IN—*Meeker County* eases through inlet to land an armored unit.



For seven hours *Meeker's* crew loaded the ship, lashing or chaining each piece of equipment to the deck to keep it from rolling. Finally, late in the evening, Lieutenant F. E. Clark, *Meeker County's* CO, gave the order to get his ship underway.

Meeker County, which LT Clark calls "Old Lovely," steamed north during the night, nearing Cua Viet early the next morning. A light rain fell and gusts of wind made the sea choppy. LT Clark eased his ship between the sand bars that protect the river mouth, and approached the landing ramp.

The moment the bow ramp was lowered, the tanks, personnel carriers, trucks and jeeps started rolling off the 1800-ton ship.

Just a few trailers were left to unload when mortar rounds started coming in, hitting 200 yards from the ship. Before the enemy could correct their range the unloading was completed and LT Clark backed the ship away.

As *Meeker County* started toward the narrow inlet, heavier artillery rounds began hitting the ramp. More rounds followed the ship as she made her way for the open sea; each succeeding round hit where the ship had been only a few seconds before.

After reaching deep water, LT Clark circled his ship to give help if needed by the men left ashore. After making sure none was required, he set a course for Danang.

Two trips earlier, *Meeker County* had carried 700 tons of cargo to Cua Viet, most of which was ammunition. Nearly a full day and night was spent unloading, and shortly after dawn the ship backed down from the ramp. As soon as *Meeker County* cleared the channel, *uss Iredell County* (LST 839) headed for the ramp to unload her cargo. Before her crew could begin unloading, enemy artillery fire began hitting the ramp area.

On yet another trip, *Meeker County* was fired upon from enemy positions on the beach as she steamed from Danang to Cua Viet. Seven rounds hit 200 yards off the port beam, all within 30 feet of one another. Then they quit shooting.

LT Clark has the highest praise for the men of *Meeker County*. "I can't put into words, my feeling for my crew. I have been overly blessed with good men."

—Dick Benjamin, JOC, USN.



ALL ABOARD—Army vehicles enter *Meeker County* for trip to Cua Viet.



Ugly Duckling of the Fleet



FLIGHT DECK MUSHROOM—The oval-shaped dome of a Willy Fudd emerges as the plane is lifted on ship's elevator.—Photo by Thomas Putnam, PH2.



UP TIGHT—Final check is made as Fudd is tensioned for catapult. Below: A graceful launch.—Photos by Gail Peterson, PH2.



WHAT AN UGLY LOOKING BEAST! With a barn door like that who needs a speed brake?

Seldom is a launch completed aboard USS *Yorktown* (CVS 10) in the Gulf of Tonkin, that someone doesn't rib ol' Willy Fudd.

It's not bad enough that this aircraft must withstand the elements, the inconvenience of its lumbering structure during aircraft respots, and the untimely delivery of desperately needed spare parts (which, incidentally, are becoming scarce) but the "potshots" are difficult to patch up.

Today aircraft carriers launch supersonic aircraft capable of traveling twice the speed of sound. The *Fudd* barely chugs along at 120 knots. The ugly duckling cannot be compared to an F-4 or A-7, but it must be doing something right, because it's still flying in the same sky.

The E-1B, made operational in 1959, is one of the oldest aircraft in the Fleet. It has the primary mission of airborne early warning and the secondary mission of antisubmarine warfare. However, the *Fudd* has inherited many specific tasks from its predecessors such as air intercept control, strike control, radio relay, weather reconnaissance and mission recovery back to the carriers.

These mission concepts are the result of tactics developed late in World War II as a solution to special problems created by kamikaze and low-level bombing attacks. By coming in just above the surface of the water the attackers were undetectable until they entered the short line-of-sight range of shipboard radar.

The Navy researched and probed for an answer and concluded the only way to extend the radar horizon was to raise the antenna. From this theory developed the concept of airborne search radar and the forerunners of the E-1B, namely such aircraft as: the TBMs (*Aveng-*

HOOK DOWN, WHEELS DOWN—(Upper rt. and below): An E-1B aboard USS *Yorktown* at completion of another flight.

ers), AD-3Ws (*Skyriders*), and the EA-1E or AD-5W (*Guppy*) which finally yielded to the WF-2, presently known as the E-1B *Tracer* or *Willy Fudd*. It has been the pacesetter for the more sophisticated E-2A turbo-driven aircraft. The E-2A is presently assigned to squadrons deployed aboard the larger carriers.

Currently off the coast of North Vietnam, Antisubmarine Warfare Group One, consisting of *USS Yorktown* and her supporting destroyers, provides services as directed by Commander Seventh Fleet. Detachment 10, flying the E-1B, has the distinction of being the first VAW 111 detachment assigned aboard *Yorktown* since the reorganization of the former VAW 11 squadron.

Being one of the granddads of the sky, the *Fudd* is the object of much ridiculing and jesting from the men of the younger generation aircraft and it is habitually zoomed by the brazen, boisterous "aces of the air." Rarely do they realize that the *Fudd* was logging its 100,000th carrier landing when the more modern planes were just making their appearance. It has watched fighters mature from prop-driven aircraft to ultra-high performance planes with an impressive array of weaponry.

To add insult to injury, the E-1B is the only aircraft in the Navy that folds its wings backwards rather than upward when the plane director gives the wing-fold signal. Who would expect the wings to go backwards? No wonder Detachment 10 is called "Sea Bat."



Rumor has it that once an eager *Fudd* driver was taking a cross-country trip from NAS North Island to NAS Norfolk and, while passing over the midwest, he was observed by a housewife who was in her yard hanging clothes. Aghast, she immediately phoned the nearest military base, which happened to be an Air Force one, and informed them that she "just saw a flying saucer steal one of our airplanes."

After several months of intensive investigation and being unable to substantiate the UFO theory, the Air Force concluded that it had to be a Navy *Fudd* since they possessed no such flying vehicle.

—E. E. Brown, LTJG, USN

Triad, Early Navy Aircraft

The aircraft in which the Navy's first aviator, Lieutenant T. G. Ellyson, spread his wings, has been added to the growing collection of naval aviation memorabilia at the Naval Aviation Museum in Pensacola.

This white-winged ghost of the past is not the original Curtiss A-1 Triad, but it is one of two full-size reproductions of the original flown for the first time on 1 Jul 1911. The museum's A-1 was built in 1961 by enthusiasts in the San Diego area and the Institute of Aerospace Sciences. It is on a long-term loan from the Smithsonian Institution where it was on display from October 1961. The other Triad is on display in a museum in San Diego.

The A-1's short-lived naval career dates from 8 May 1911, considered the birthdate of naval aviation, when Captain Washington I. Chambers prepared requisitions for two Curtiss biplanes.

As the Navy's first aircraft, purchased at a cost of \$5500, the A-1 raised considerable criticism in press and political circles.

"What does the Navy need with a flying machine?" the notion asked, recalling the triumphant return just two years earlier of an around-the-world cruise by the *Great White Fleet*.

But, the Navy got its airplane, a skeleton-like craft of wood and wire construction, equipped for water landings and takeoffs. The Curtiss Model M engine, with horsepower rating of 75 and turning over at a rate of from 1050 to 1250 revolutions per minute, spun a metal-tipped propeller which pushed the strange contraption through the air at 45 miles per hour. It was a plane that would carry a pilot and a passenger side by side, and could be controlled

from either position as a safety feature.

Less than two months following the requisition of the first aircraft for the Navy, the A-1 took to the air.

On 1 Jul 1911, it completed four successful flights. The first hop, a solo by builder Glenn H. Curtiss, lasted five minutes and reached an altitude of 25 feet. The aircraft log on this first flight series states that "G. H. Curtiss tried out the A-1 machine and found balance on the water and in the air perfect."

On the second flight of the day, Curtiss took on board LT Ellyson as a passenger. Ellyson then took over control and completed two solo flights, thus establishing himself as the Navy's first aviator.

Two days later he piloted the A-1 from Keuka to Hommondsport, N. Y., at night. Without lights, he made one unsuccessful landing pass, but on his second attempt set the A-1 down on water without a hitch.

Two events significant to the future of naval aviation came about nine days later.



On 10 July, with Curtiss at the controls, the A-1 took off from land and became airborne. While in flight, Curtiss lifted the craft's wheels and then set the plane down on water. The stage had been set for retractable landing gear on future planes, and the age of amphibious aviation was born.

However, mechanical failures began to plague the A-1. The engine failed in so many respects that it was rebuilt at Curtiss Company's expense. It was engine failure that contributed to the A-1's first serious crash in late August of 1911.

Flying the plane as a land machine, LT Ellyson and his passenger, LTJG J. H. Towers, were forced to land in Lake Keuka. Both men were carried under water when the plane capsized, but they managed to escape uninjured.

The A-1 was recovered, its front control and three panels were rebuilt, and a week later completed a test that was the forerunner of today's carrier catapult. LT Ellyson ran the A-1 down a wire extending from the beach to an anchor in the water and the plane took to the air.

Later, during an endurance test south of Annapolis, the A-1's radiator sprang a leak, causing the flight to be cut short at Milford, Va., after the plane had flown 112 miles in 122 minutes.

One year later, the A-1 was no more. It crash landed on 16 Oct 1912 and was damaged beyond repair. Although its career was brief, the A-1 Triad will forever hold the distinction of being the training craft for the Navy's first aviators, and for helping to launch a field that has led today's naval aviators to the fringes of outer space.—Bill Mathers, JOC, USN.

The Navy World of

Another Win for Pettigrew

Yeoman Second Class Richard Pettigrew is a collector of plaques, and so far he has nine to his credit, including the 1968 version.

Like all good collectors, Pettigrew prizes each of his plaques. And well he may, because he had to be able to whip every boxer in the Navy to get each of them. You see, Richard Pettigrew is the 1968 All-Navy Heavyweight Boxing Champion, and he collects All-Navy boxing awards.

Pettigrew began collecting All-Navy championships in 1960, and has continued his string of wins from that date. In addition, he won the Inter Service heavyweight crown in 1962 and 1966, and also took the World Military boxing title in 1966. Pettigrew (205 lbs.), defeated Jim Elder (195 lbs.) by decision for the 1968 title.

The 1968 All-Navy Boxing Championships were highlighted by 11 title fights, including the heavyweight bout. Finalists were chosen for the All-Navy title bouts by elimi-

nation matches held on the East and West Coasts.

The light flyweight crown was won by David Burkhard, BT3, in decision over Al Yamongan. Burkhard was also the 1967 All-Navy champion.

Flyweight Levern Lacy (112 lbs.) scored a technical knockout over Charles Logan in 2 minutes, 59 seconds of the first round to claim his first All-Navy title.

Oliver Ewell took his second straight All-Navy bantamweight title with a technical knockout over Richard Davis in 1 minute, 19 seconds of the first round. Ewell received an additional award by being selected the championship's most outstanding boxer.

Featherweight Albert Robinson, AN, defeated Jiles Walls by decision to earn his second All-Navy plaque. Robinson (125 lbs.) took the World Military boxing title for his weight class, the All-Navy championship and was Inter Service runner-up, all in 1966.

In the lightweight class, Morris Harris, SN, took a decision over 1964

All-Navy champion Robbie Newton. Harris (132 lbs.) has won many boxing awards including the 1966 All-Navy title.

Light welterweight Talbert Anderson, SN, won by decision over Bill Marshall for his All-Navy crown. Anderson took the All-Navy title in 1966 and 1967 also.

In the welterweight title fight, Steve Ewell, SA, emerged victor over Bill Casey by decision. Ewell was fighting in his first All-Navy competition.

Light middleweight Bill Daniels (156 lbs.) decisioned Vince Fagen to capture that All-Navy title. Daniels won the 1968 Philippine Boxing Championships.

The middleweight crown was captured by Albert Bolden, by decision over Jess Reid. The middleweight title was Bolden's first All-Navy win.

In the light heavyweight fight, John Hunter decisioned Al Gillispie for the title. Hunter (178 lbs.) won the All-Navy title in 1961 and 1962.

The All-Navy champions of various weight classes will represent the Navy in the Inter Service competition at Camp Lejeune, N. C., 12 to 16 August. In addition the All-Navy champions will compose the team of boxers which will participate in the U. S. Olympic Team tryouts to be held in October.

GRAND CHAMPION Lawrence Fryar, CSC, is presented the Interservice Judo award by Captain A. Smith, Jr., during award ceremonies held at Miramar.



Navy, Inter-Service Volleyball

The Pacific Coast volleyball squad captured the team trophies with a perfect 6-0 record during the All-Navy tournament held at NAS Jacksonville.

The South Atlantic regional contenders placed second with four wins and two losses, Western Pacific regional players were third with a 2-4 record and North Atlantic last with 0-6.

It was relatively easy going for the seasoned Pacific Coast team, who are accustomed to taking home All-Navy volleyball awards.

The Pacific Coast team downed North Atlantic in the first game of the double round robin tourney 15-13, 15-4, 10-15, 15-12. Teams played two games each day of the

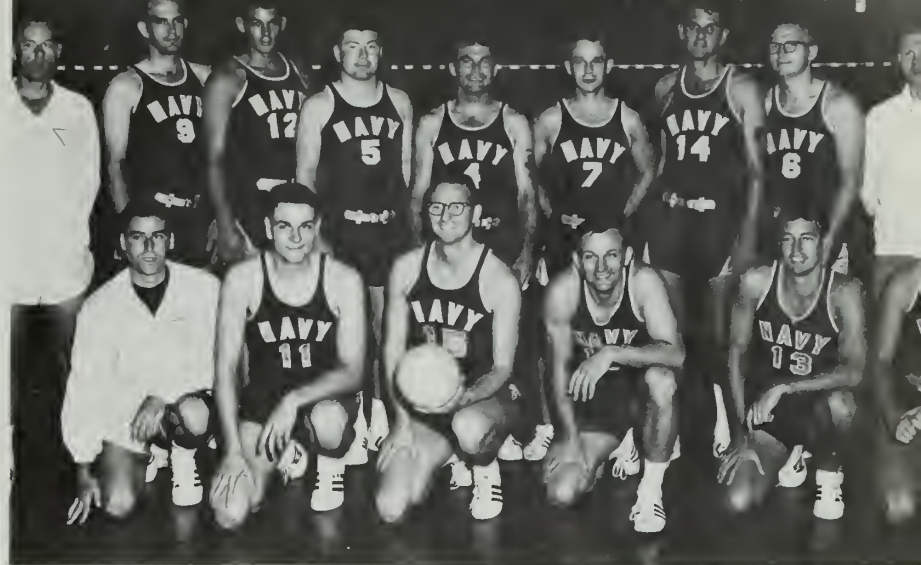
Sports

three-day tourney, meeting each volleyball squad twice.

Following the All-Navy competition, a team was selected from among all participants to compete in the Interservice Championship held at Dover Air Force Base. The victorious Pacific Coast team placed nine members on the All-Navy team. All-Navy team members were: David E. Schaffer, PNSN; Charles S. Williams, AX1; James R. Pickard, ATC; Richard A. Ray, SM1; Steven J. Duke, AN; John F. Benak, TD1; J. L. Van Camp, AE1; P. H. Walton, ETN3; Gary Robinson, LT, MC; Ray L. Barrows, TD1; Charles A. Homan, LTJG; Terry Stoddard, STCS; Dennis Bradley, SN; Matthew Valo, ATN3; and L. Anthony Whitney, LT.

Then it was on to the Interservice Championship for the team. During the first day of play, Navy was defeated by the strong Army team, but then rallied to defeat the Air Force in a close battle 15-9, 8-15, 16-14, 6-15, 15-13.

Navy defeated the Marines during the second day of double round robin play, but then dropped their only other loss of the tourney to Army. On the final day of competition, Navy defeated the Marines and the Air Force to capture second place in the Interservice Champion-



ALL-NAVY VOLLEYBALL TEAM—Front row left to right: Dave Schaffer, Paul Walton, Gary Robinson, Ray Barrows, Charles Homan, and Dennis Bradley. Back row: Jim Pickard, Charles Williams, Richard Ray, Steve Duke, John Benak, Matthew Valo, Terry Stoddard, Jerry Van Camp and L. Anthony Whitney.

ship. Army continued its unbeaten first place run through the tourney with final wins on the last day over the Marine and Air Force squads. The Air Force took third with a 2-4 record, and the Marine Corps squad finished with an 0-6 record.

After the Interservice finals, two Navymen were selected for the Armed Forces team to participate in the AAU Championships and the U. S. Volleyball Association Championships. The two Navymen chosen were Lieutenant (jg) Charles Homan of the Western Pacific team, and Signalman 1st Class Richard Ray of the Pacific Coast squad.

CLOSE EYES AND SWING—Two heavyweights land glancing left jabs in a bout held aboard *Ticonderoga* (CVA 14). Boxer at right won by a knockout.



WINNING SMILE—Richard Pettigrew, YN2, has reason to smile. His victory in the All-Navy heavyweight boxing event brought his unbroken string of wins to nine from 1960 to 1968.



ON THE BALL—Representatives of basketball teams participating in the All-Navy Championship open the contest by touching the game ball. *Right:* Navy's Bill Rowser is fingers above Army's Carter in Interservice game.

All-Navy Basketball

FOR MOST BASKETBALL teams the number five represents the number of players on the court at one time, but for the SubLant Sea Raiders it had the additional meaning of five consecutive All-Navy Basketball Championships.

They won the 1968 championship by squeaking past the SubPac team in the final game 66-63, making it five straight. For SubPac, it was the

fourth time in five years in which they have been defeated in the final game by SubLant for the title.

Representing the North Atlantic region was the third place Great Lakes Naval Training Center quintet. The 1968 champions represented the South Atlantic area, and the second place SubPac squad represented the Western Pacific region. The Pacific Coast area was represented by their regional winner, the Long Beach Naval Station club.

ALL-NAVY CHAMPS—The SubLant Sea Raiders (below) continued a tradition this year by winning their fifth consecutive All-Navy Basketball title.



After the All-Navy championship at Pearl Harbor, a team was selected from various Navy basketball squads to represent the Navy in the Interservice Championships held at Maxwell Air Force Base.

The Navy team took second place over the third place Marine squad and fourth place Air Force quintet following a three-way tie for second place which was resolved by the international point system. The international point system utilizes the total points scored by and scored against competitors in determining the winner in tie situations.

As a result of the Interservice play, three members of the Navy team were selected to participate in future international competition.

Seaman Mike Barrett of the All-Navy champion SubLant squad was selected to represent the U. S. in the Olympic basketball competition in the newly erected Mexico City stadium in October.

Fireman Jim Cole of SubLant and Storekeeper Seaman John Snipes of the SubPac squad were selected to represent the U. S. in the International Military Sports Council (CISM) basketball competition.

All three Navymen played on the Armed Forces squad which captured the AAU crown this year.

Fryar, Jones Win In Judo

Chief Commissaryman Lawrence Fryar and First Class Electrician's Mate Willie Jones each represented



How to Keep Physically Fit



***... And
Enjoy It***



FROM THE SIDELINES

IF AVIATION MACHINIST'S MATE 2nd Class Robert Huscher and Lieutenant Paul Lamey get a little overheated this summer they need only remember the past winter's events to keep them cool.

The two Navymen were very close to the snow this year and saw at least their share of it when they trained for and participated in the 1968 Winter Olympic bobsled events.

Lamey and Huscher manned the U. S. two-man bobsled which took sixth place over-all in Olympic competition with 22 other sleds representing 11 countries. The two-man sled from Italy captured the first-place gold medal.

The Navy entry was chosen as the number one sled for the United States after pre-Olympic

cated about 38 miles from Grenoble.

Although the Navymen didn't bring any Olympic gold back to the U. S. with them, they did manage to mine a little silver. As a result of his Olympic efforts, Paul Lamey was named rookie driver of the year by the Federation of International Bobsledding and Tobogganing. As rookie of the year, he received the Hoisington Memorial Award which is a large silver trophy topped with a bobsled. Its base is studded with plaques naming the eight former winners of the award.

Not bad for rookies.

* * *

The Navy's highest marksmanship award for proficiency in small arms, is the Dis-



pic training with other U. S. sledders at St Moritz, Switzerland. The Navy twosome gave indications of things to come when they captured fourth place in the European Championships held in Switzerland.

They then went on to the Olympics and Alpe d'Huez, where the sledding events were held. Lamey drove the sled and Huscher was close behind as brakeman as the Navymen raced down the 1500-meter Olympic course at speeds approaching 60 miles per hour. Their ride was not only of short duration, but it was also rather cool as the competition was held at night.

The course included six bends, one labyrinth and four difficult curves to challenge would-be medalists. It was lo-

tinguished Marksman Badge. Twenty Navymen have received the award in the past fiscal year. One of the most recent recipients is Chief Petty Officer Donald Vaughn.

By winning the award, Chief Vaughn joins a list of 145 Navymen who have distinguished themselves by earning the badge.

Navymen first became eligible for the award in 1920, but the badge was not presented to one until 1924 when Ensign Arman Morgan, now a retired admiral, earned it for helping the U. S. rifle team win the Pan American Games.

To be eligible for the award a Navyman must earn 30 points in authorized rifle matches.

—Larry Henry, JO2, USN.

the Navy in their respective weight classes in the 1968 Interservice Judo competition held at NAS Miramar. And they represented the Navy well.

Fryar and Jones, two of 12 Navy-men selected from area competition for the Navy team, took first place in their respective weight classes. Lawrence Fryar captured additional honors when he was crowned the tournament's grand champion after defeating all of the first place winners in the six weight divisions.

Jones, participating in the smallest weight class, 139 lbs and under, got off to a good start by defeating the 1967 Inter Service champion in the second bout of the tournament with a throw. From that point, it was all downhill for the electrician's mate as he defeated all Air Force and Marine competitors for the crown.

Lawrence Fryar quickly left no doubt as to the outcome of the 205-lb-and-over weight class as he eliminated the top three contenders in succession. His wins put him a full point ahead of competition and left only the runner-up slot in doubt. After winning the heavyweight title, he took the grand championship which was decided by round robin competition.

Harry Kaneakua, AE2, had a chance to place in the final competition, but lost by decision to Air Force Sgt James Stockwell who took the second place berth.

The Inter Service Judo competition came to a close amid victory cheers as the grand champion Lawrence Fryar and runner-up Air Force LT Paul Maruyama exchanged traditional bows.

The following is a list of Navymen who participated in the 1968 Inter Service Judo Championships:

139-lb weight class

D. B. Boyett, GM1

W. Jones, EN1

154-lb weight class

F. Watts, AT2

W. Beck, RMC

176-lb weight class

S. Wojtowicz, ADR3

D. J. Sniffen, EM2

205-lb weight class

H. Kaneakua, AE2

W. Phillips, AMS1

Heavyweight class

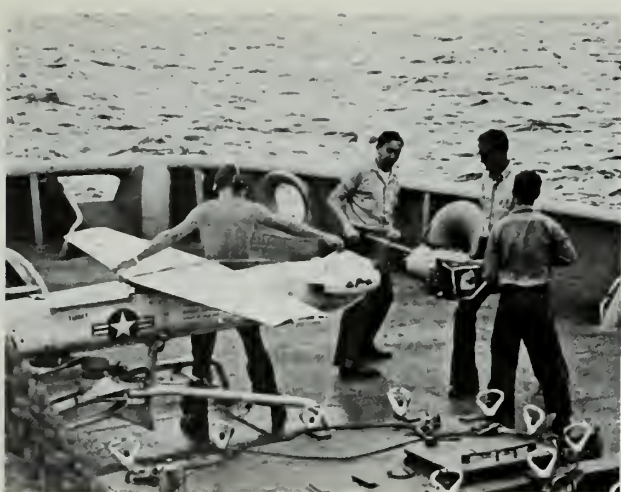
L. E. Fryar, CSC

N. H. Bryan, AN

Open weight class

M. D. Schenkel, RM1

R. L. Dautat, PR2



AIR AND SEA—VC-6 personnel prepare radio controlled drone for flight. Rt: Firefish target follows in wake.

Long-Distance Crews

TO BE SUCCESSFUL, Operation Springboard needs the help of many units of the U. S. Atlantic Fleet.

One such unit supplies radio-controlled targets for shipboard gunnery and aircraft bombing and strafing exercises. During Operation Springboard, the unit, Fleet Composite Squadron Six, uses two types of radio-controlled targets.

The first is a drone aircraft about 12 feet long which can reach speeds of more than 185 knots and cruise at an altitude of 25,000 feet for a one-hour flight. The drone, launched from the fantail of the support ship, can be controlled by radio up to 50

miles away with the assistance of tracking radar. After it runs out of fuel, the drone controller pushes a button which pops the parachute and eases the drone into the water to be recovered by the support ship. This MQM drone provides shipboard gunnery and tracking experience.

Firefish, a drone boat, is the second radio-controlled target used by the detachment. A 17-foot fiber glass craft, it weighs 1700 pounds and operates from the support ship by remote control at a range of up to five miles using tracking radar. Its course and speed can be controlled by radio, but if the transmitter cuts out, the boat automatically reduces

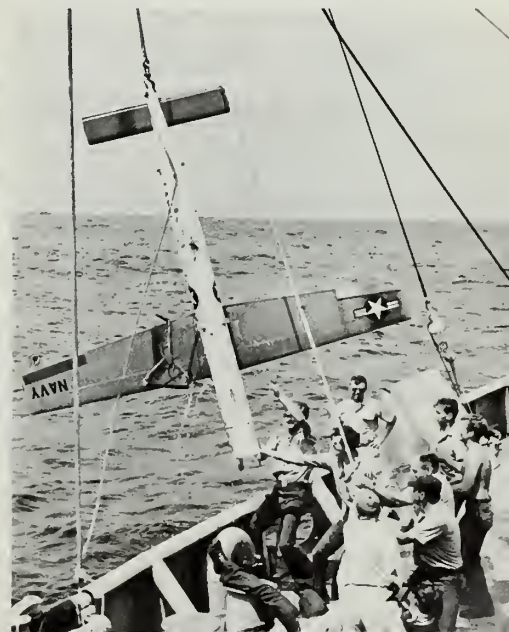
speed to idle and goes into left turning circles with its running lights on.

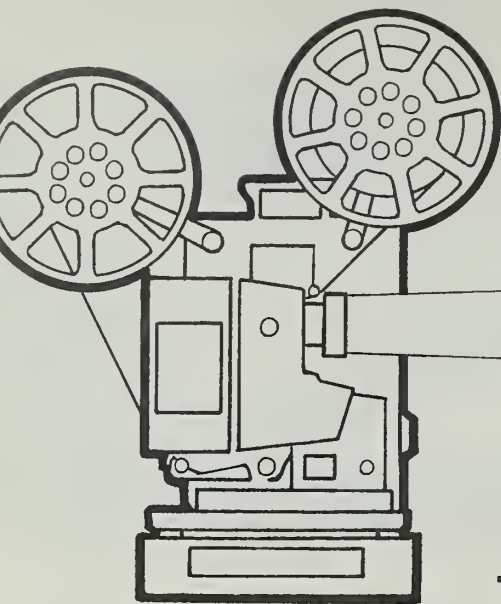
Firefish, which has a remote control operating time dependent on the speed at which the boat is run, was brought into use to simulate PT boat attacks. This target offers crews practical experience in shipboard gunnery and tracking and in aircraft bombing and strafing.

The Springboard detachment of 12 enlisted men operates with an officer in charge. The Norfolk-based squadron has five detachments that service the Atlantic Fleet and NATO with remote controlled targets. They are constantly on call.

—Text and photos, CJ Wiitala, PHC.

TARGET TIME—Destroyer *USS Lloyd Thomas* (DD 764) fires at drone. Radio controls of target boat are checked out and (right) crewmembers of salvage ship *USS Opportune* (ARS 41) bring drone back aboard after flight.





WHAT'S ON

Movies. What would life on a Navy ship be without them? There are many who say that movies are as essential to seapower as electronics, fuel oil and ice cream. Long hours are passed with them. Morale often depends on them.

Inevitably, it becomes the lot of some junior officer or senior enlisted man to provide his mates with their viewing entertainment. When his efforts meet with success he basks in their limited praise—or goes unnoticed. But when he produces a flop, the wrath of all, from the commanding officer to the deck force seamen, falls on his unfortunate head. According to Lieutenant (jg) M. P. Chapman, USNR, at least.

LT Chapman recently survived a long combat cruise as his squadron's movie officer aboard the attack carrier USS Coral Sea (CVA 43). At the request of his department head, he made a "relief folder" for the job of movie officer. He passed it on to us and we offer it here in the hope that someone will, to quote LTJG Chapman, "(1) avoid getting the job, or (2) barring that, do the job right."

Many of his remarks are applicable only to the movie officer of a squadron embarked in an aircraft carrier. Some of them, however, may be valuable for all movie-mongers.

THE JOB OF movie officer is a difficult one for the newcomer to prepare for. Unlike other jobs, it is an unofficial billet. No mention of it will appear on your billet assignment sheet, although it is likely to be as time-consuming as many of your other duties. The situation with movies is so fluid that a briefing on exactly how to handle the job is impossible. Just as new crops of movie starlets appear yearly, shipboard policies and personnel change.

The most important thing to have is the right attitude. There is no getting around the fact that this is perhaps the most thankless and least desirable job around. If you cannot take good-natured razzing and bad-natured griping, ignore unreasonable demands, answer the same question dozens of times in an hour (no, Ann Margret is not in this picture), or handle minor crises that arise when ancient equipment finally succumbs—then you might as well not have the job.

If you would rather let someone else do it, no one will blame you. They're just glad they didn't get the job.

You will never cease to be amazed at how particular some people can be about movies which they pay no admission to watch. During an average seven-month cruise, including three weeks at-sea periods and

two trans-Pacs, you may see over 200 movies. Some may be very good, others very bad. Sometimes the selection of movies aboard is very poor, either in quality or in quantity.

However, careful perusal of each movie book, plus consultation with someone who has seen the film previously (someone with good taste, hopefully), will ensure that only the cream of the crop finds its way into your particular theater.

THE HEADQUARTERS for all movie business aboard ship is the movie booth. In *Coral Sea* this is on the 01 level. It overhangs the forward end of Hangar Bay One on the port side, and is accessible by a vertical ladder.

Since we are discussing a carrier, with a number of "movie theaters," the movie booth is manned by about a half-dozen men (from the Engineering Department). They are all of the IC rating or IC strikers. The actual personnel at any given time vary.

This is a much harassed band of men. It is their job to maintain a supply of movies aboard every day of the cruise, control the exchange of movies during virtually every unrep at sea as well as exchanges in the major ports, maintain the ship's dwindling supply of aging projectors,



AT THE MOVIES?

Some Tips for the Movie Officer

show movies in the wardroom and CPO mess—and still provide movies for the ship's TV station, enlisted mess, and six ready rooms. Each movie must be accounted for at all times and repaired when necessary.

The movie officer is usually also the Educational Services Officer and often has a number of other things to do.

Generally speaking, movies at sea are checked out each day at 1300. The recommended policy is to go personally to the movie booth about a half-hour before that in order to be first in line—and be prepared to wait. On this carrier, ready rooms are issued movies on a first-come, first-served basis; the others get theirs first on a scheduled basis. (If you're in a destroyer, you won't have this problem.)

Most ready rooms do not even have movie officers. Their squadron duty officers usually handle the evening movie. This usually makes for a haphazard policy. They send down some pour soul who doesn't know the movie booth crew or what movies are available. Furthermore, he probably does not care because he won't see the flick anyway. He'll be on watch. He ends up looking through all the books to see what is to be had, then telephoning his duty officer for further instructions. This holds up the line and wastes time

for all concerned. The man who gets there first and knows what he wants is always ahead.

Be sure to sign out for the movie in the checkout log. Failure to do this can result in much worry and time wasted in calling all over the ship, and is conducive to bad tempers and ulcers among IC-men.

THE STANDARD NAVY motion picture projector is 16-mm, big, expensive, and infinitely tired. You may be lucky enough to have your own unit or squadron projector, the procurement of which is almost impossible through (cumshaw artists please note) conventional channels. Or perhaps your particular group or squadron has purchased a commercial projector for its own use. If neither is the case, a projector must be checked out for your movie showing through the movie booth. These projectors are maintained by the movie booth personnel and are subject to recall by them at any time.

A cinemascope lens is a must. Your unit might have one of its own. If this is not the case, one may be checked out for the duration of the cruise from the movie booth.

Always have on hand a supply of spare projection bulbs and sound bulbs. The projection bulb is the 1000-watt (or 750-watt), 120-volt projection lamp. The sound bulb is

the small six-volt exciter lamp, made especially for the Navy's 16-mm projectors. Spares are a must, because if your bulb goes during the show and you can't change it quickly, there will be much wailing and gnashing of teeth by your patrons.

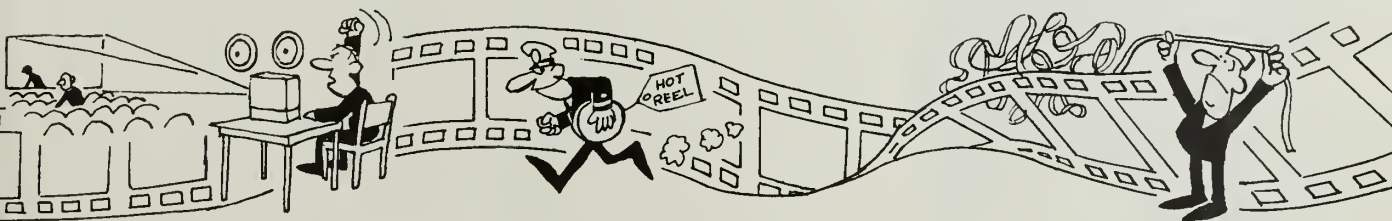
Three spares of each type should last the cruise. If you are a nice-guy type, and plan to share (in our case, with other ready rooms that are not so well prepared), bring more spares.

THE SAFEST and recommended procedure for showing movies is to have an operator who holds an operator's card run the projector. The standard card shows that the holder is a graduate of one of the Navy's several motion picture operator schools. These two-week schools are located at Great Lakes, Norfolk, San Diego, and San Francisco.

If at any time a movie checked out to you is damaged due to improper operator technique, and it can be shown that the operator was not qualified, that is, he had no operator's card, then you'd better stand by for heavy weather.

Movies must frequently be rewound before showing. Make sure this is done before curtain time. If not, more wailing, more gnashing.

The best time for a movie is around 1900. This is subject to change (by flight operations, the





personal desires of the SOP, or other valid reason). One hour after secure of flight ops is usually sufficient time for debriefing, stowing flight gear, and eating. Flight crews invariably become indignant when the other 30 or 40 officers do not wait for them to finish eating before starting the movie, but this often cannot be helped.

THE NAVY SPENDS nearly five million dollars a year providing movies for the Fleet and overseas shore stations. This money comes from the BuPers Central Recreation Fund, which is administered by the Bureau's Special Services Division.

The movies shown aboard ship are leased by the Navy for a four-year period, and are accountable to the Navy Motion Picture Service, Brooklyn Navy Yard. They are expensive. The cheapest to be found runs about three cents per foot. The squadron which loses even the most antiquated, black-and-white melodrama of the early '40s will find itself liable for 100 or 150 dollars, which must be paid for out of the recrea-

tion fund. A new, color movie in good condition could set you back near a thousand bucks, if it suddenly disappeared.

Likewise, if a significant portion of a film is damaged beyond repair, which might occur when the sprocket holes are torn, the squadron may have to pay for the replacement of that portion. The total cost will be figured by the amount of damage multiplied by the prescribed cost per foot for that particular movie.

It is advisable to keep these figures in mind before you agree to "hot-reel" or trade a movie, or leave it in the hands of someone else. Hot-reeling is bad business. This is the final conclusion of one who has had much experience in trying to help out the other guy. (Don't be the patsy of the air wing.)

Exceptions to this may be made in cases where you are dealing with a conscientious person you know you can trust, and not just someone on the other end of the telephone line. Speaking of movies in a carrier, if another ready room adjoins yours (like ready rooms one and two on

Coral Sea), this is a good bet. But if you let him have your flick, make sure he gives it to no one else.

Generally speaking, the outfit which has one man whose job it is to look after movies will not need to hot-reel.

WHETHER MOVIES can be left overnight in the location of the movie theater for the night check people to view is a decision for the department head or executive officer. If such is the policy, arrange to have a qualified operator and a dependable man to take responsibility for the film.

Movies must be turned in by 0900 on the morning after they are shown, unless otherwise stipulated. If the movie booth is manned at night you may want to turn them in as soon as you have shown them. This will relieve you of responsibility as soon as possible. Just make sure they are not late.

Rewinding movies after showing them falls into the category of "going the extra mile." It is a good turn that someone will surely appreciate. It may even be contagious. Unless the movie booth prefers that you not do this, such as when they are embarked on an ambitious project of inspecting each movie before the next showing (rare), rewinding is a good idea if you have the time.

Lastly, note any discrepancy in the film. If there is a break in the film do not patch it up with tape. Such temporary repairs may not be noticeable during rewinding and they can catch in the mechanism of a projector and cause further damage. Leave the splicing to the experts; that's their job. Attach a note to the film box stating exactly what's wrong with the film, and where.

One final word. Handle movies as if they were your own. Actually, they are. And good luck. You'll need it.

—M. P. Chapman, LTJG, USNR.

Plenty of Customers at Subic Film Exchange

"The movie to be shown tonight is . . ."

Such announcements are made daily throughout the U. S. Seventh Fleet, thanks to the Navy Motion Picture Exchange at Subic Bay Naval Station in the Philippines.

The office supplies over 700 customers—mostly ships—each week, while maintaining a library of some 200 films.

Each Monday, four prints of from four to six new films are received from the Fleet Motion Picture Service in Brooklyn, N. Y. All but one of the prints of these movies are made available to the Fleet. One copy of each film is kept on hand for showing in the various base theaters.

The Subic movie office distributes films both as one-day loans and as "sea prints." The former are returned within 24 hours. Sea prints are films that a ship takes with her when she sails.

A maximum of 30 sea prints is allowed and, since many ships will be at sea for quite some time, they usually manage to swap films with other ships while underway. Thus it is not unusual for a ship to return with a set of films entirely different from those with which she sailed on deployment.

Following a ship's arrival in port, the prints that she carries on board are returned to the motion picture exchange.

—Michael B. Keenan, JO3, USN



OVER THE HILL—Convoy leaves mountains on way to Dong Ha, glad to be where ambushes are less likely to occur.

Sailor's Dry-Land Convoy

MEN AND MATERIAL move about in Vietnam in three ways—through the air, on water, or over land by convoy.

Travel by convoy provides security and enables large numbers of men and sizable quantities of material to arrive together, ready to function immediately. It is a means of transportation which is frequently used in Vietnam.

Seabees from Naval Mobile Construction Battalion Four recently joined an Army and Marine convoy which was two miles long, traveling north from Da Nang to Dong Ha. They were moving a well-digging crew, its equipment, and a ditching machine to the Navy Seabee forward combat base at Dong Ha. The equipment will be used to provide potable water and improved sanitation facilities for troops stationed near the demilitarized zone.

The two-day journey along Vietnam's main thoroughfare, National Route #1, covers over 100 miles. The first day's travel is from Da Nang to Phu Bai, a distance of about 58 miles. During this part of the journey the convoy passes through the mountainous Hai-Van Pass north of Da Nang.

The pass is the highest point that

Route #1 crosses between Da Nang and Dong Ha. It is also the most difficult point to defend owing to the terrain.

As the 200 trucks approach the pass, tension increases. A convoy had been ambushed here less than a week before. The tree-covered cliffs above the narrow winding road provide excellent cover for snipers.

The narrow bridges are other dangerous hazards. The long, bulky semitrailers have to go slowly over the bridges, forcing the main body to stop frequently to allow them to catch up. It is imperative that the trucks stay together or they will become too easy a target.

After leaving the mountains the convoy moves through farming country, twice passing Seabee units working on the road which was damaged during the Tet offensive in this area.

As it draws close to Phu Bai, damage to the civilian populace is more evident. It's easy to identify houses that once belonged to pro-Western Vietnamese—for they are the ones that were destroyed.

At Phu Bai the convoy divides. The Seabee vehicles go on to the headquarters of Naval Mobile Construction Battalion Eight. The Ma-

rine and Army units go to their respective area camps.

The next morning the convoy reforms early and begins its journey through the ravaged city of Hue and on northward through desolate farming country. By nightfall the convoy reaches Dong Ha, 12 miles south of the demilitarized zone. Here it again divides and the units go to their various campsites. The journey is over.

—Mike Murphy, JO3, USN, and
Bud Huffman, JO3, USN.

SPECTATORS—Children of Nam-O village watch the convoy pass by.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



BRONZE AWARD—Radioman Third Class Aubra Thomas is presented Bronze Star by VADM Hyland for Vietnam action.—Photo by M. Kogler, PH3.

Brief Encounter

WHEN Monica met Rodrigues in the Indian Ocean, the encounter was not a happy one.

Monica was a storm whose 170 mph winds destroyed 85 per cent of the crops on the small island called Rodrigues. Not satisfied, Monica went on to smash most of the island's fishing fleet and many of its inhabitants' homes.

As *uss Charles R. Ware* (DD 865) was steaming toward Port Louis, Mauritius, the ship received an appeal from the Mauritian government for assistance to its beleaguered isle.

After refueling at Port Louis and taking on a cargo of emergency provisions furnished by other U. S. Navy ships and the British Red Cross Society, *Ware* steamed at flank speed toward Rodrigues.

When they arrived, *Ware's* crew found the little island in sad shape, indeed. Farming and fishing, which furnished a livelihood for most of the island's 22,000 inhabitants, had been

hit hard. Many of the island's houses had disappeared and numerous public buildings were damaged.

Ware's crew distributed supplies, and the ship's electronics men helped local technicians put the police radio equipment back into operation.

Some crewmen collaborated with the government's agricultural station in emergency work on devastated farmlands. Other crew members helped rebuild a damaged church and school, then delivered textbooks, pads, pencils and church supplies.

The ship's medical department helped cope with the island's health problems and furnished hypodermic syringes, needles, antibiotics, bandages and surgical soap to the island's only hospital.

Each day after the crew had completed its work, the destroyer's combo helped raise morale with several swinging concerts.

The morale raiser apparently helped for successive encores kept the musicians working overtime.

W. A. MacMillan, Jr., SN, USN

Northampton Rescue

Strong winds and heavy seas off Ocean City, Md., had split the wooden hull of the Panamanian freighter *Falcon*. Then conditions became rapidly worse.

The diesel power plants in the 30-year-old ship began to vibrate violently. Water began to seep, then spill into her engine compartments. A short circuit knocked out the generators and disabled the bilge pumps.

Falcon's skipper knew that his five-man crew would not be able to check flooding throughout the 110-foot ship.

At 2230, the men took to a lifeboat. Half an hour later, they watched the ship slip beneath the surface, bow first.

Off the coast of Virginia 40 miles south, *uss Northampton* (CC 1) had locked in on Captain Britton's distress signal. After contacting the Coast Guard station at Cape May, N. J., and a Coast Guard search plane, the command ship altered her course, boosted her steam to maximum, and headed north.

By 0010, the lifeboat had been illuminated with flares dropped from the search plane. *Northampton* backed to a stop alongside the bobbing craft, deck personnel rigged lines and ladders down her 28-foot freeboard, and the *Falcon* crew climbed aboard.

The six men were found to be in good condition—"suffering only from mild exposure." The total time they were stranded at sea adrift in a lifeboat: one hour and 40 minutes.

Class of 4020 Is Exclusive

Granted that a man is never quite the same after boot camp, but graduates of Recruit Remedial Literacy Company 4020 are almost unrecognizable to their former peers.

Because of the confidence engendered by their special training, claims their mentor Lieutenant Michael Hennessey, they frequently end up as leaders of their groups.

To qualify for this special group you must have been a dropout. If you managed to pass all the tests

administered during your training period, 4020 doesn't want you. You go your way and 4020 will go its way.

The 135 alumni of 4020 are doing fine now, but their prospects were pretty dim a year or so ago when, because of a combination of low scores on USAFI special reading tests and failure to keep pace with the academic demands of recruit training, they were dropped from their regular companies and put into 4020.

The recruits enrolled in 4020 are of average intelligence but, for one reason or another, just didn't get around to learn how to read well. "Low elementary level" is the term used for them.

After a four- to eight-week tour with 4020, during which they pick up the reading tricks most of us learn during elementary school, they return to their regular companies where not only do the vast majority keep up with the academic schedule but, as mentioned earlier, because of renewed self-confidence, tend to become leaders of their group.

Most of the men had not been successful in school or at work. Because they hadn't learned to read, they had been unable to keep up with their classmates at school. They became dropouts and then couldn't get, or hold, a good paying job. When they land in boot camp, it's the same old story all over again.

RRLC 4020 breaks the sequence. The program stresses reading comprehension and speed, word recognition, and basic phonic rules and their application.

Students learn the basic sounds of the alphabet, the blends made by combinations of letters, and word recognition. They learn how to break big words down into syllables and how to pronounce them. They lose their fear of big words.

They lose their fear. Period.

Ship, Units Awarded MUC

Four more Navy commands have won the Meritorious Unit Commendation for their performance of duty in Vietnam.

- *USS Canberra* (CA 70) earned the MUC for gunfire support of Army and Marine units in all four corps areas of Vietnam, during deployments in 1966 and 1967. Throughout her tours on station, *Canberra* supported the forces ashore in a highly effective manner.



TOGETHER NOW—Navy men aboard *USS Duluth* set taut on highline.

She provided gunfire support during operations *Prairie*, *Lam Son 142* and *325*, *Pawnee III*, *Deckhouse V* and *VI*, *Thayer II*, and *Than Huu 808*.

- The Amphibious Ready Group, with Special Landing Forces embarked, won the MUC for operations *Deckhouse II*, *IV*, *V*, and *VI*. These operations resulted in the capture and destruction of large amounts of enemy supplies and equipment.

The Group prosecuted the first U. S. Mekong Delta operation in the area of the *Thanh Phong Secret Zone*, a Viet Cong stronghold.

- The MUC was presented to the Officer in Charge of Construction, Naval Facilities Engineering Command Contracts, Republic of Vietnam. The award recognized the completion of an "unparalleled" assignment—the administration, direction, and management of a billion-dollar military construction program per-

formed by a civilian contractor in a combat area.

Construction projects included airfield, port, petroleum, and communications facilities, along with ammunition depots, hospitals, cantonments, and countless other auxiliary structures, in an area where there had been only sand, water, mud, and rice paddies.

The jobs were completed despite enemy harassment, local revolution, insufficient geological and climatological data, monumental logistical problems, and personnel casualties.

- Fleet Intelligence Center Pacific Facility earned the MUC for its support of Seventh Fleet operations from October 1966 through October 1967. During this period the facility provided outstanding intelligence, target material, and analytical support of naval forces engaged in air and naval gunfire operations against the enemy.

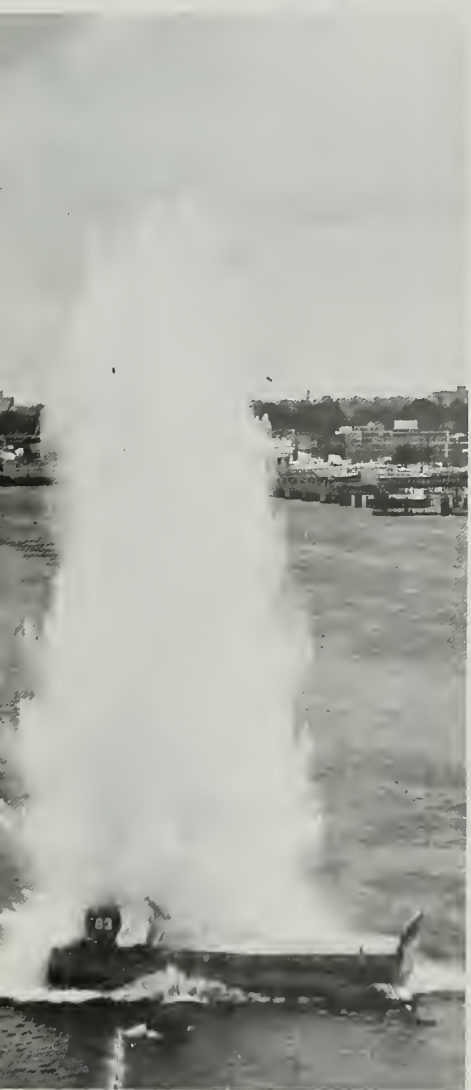
MINEMEN SWEEP A PUC—The Presidential Unit Citation is presented to LT James A. Mace, USN, Officer in Charge of Mine Squadron 11, Detachment Alpha, by RADM Kenneth L. Veth, USN, Commander U.S. Naval Forces, Vietnam. The citation was presented for "... exceptionally meritorious and heroic service from 1 Jul 1966 to 18 Feb 1967 while conducting minesweeping operations in the Rung Sat Special Zone of the Republic of Vietnam."





SAFETY SEATS

New type of seats being used aboard river patrol craft are designed to protect against shock from underwater explosions. Seats are tested aboard LCM and are shown in use during river patrol in Vietnam.



Navy Borrows Auto Design

Shock-absorbing seats embodying the principle used by automobile designers in their collapsible steering columns are being used aboard river patrol boats in Vietnam.

The design principle was adapted for the Naval Ship Research and Development Center in Washington, D.C., through a contract with an automobile manufacturer.

For some time, the Personnel Protection Branch of the Center has been working on shipboard equipment designed to protect men exposed to shock from underwater explosions such as the hidden mines encountered in Vietnam's waterways.

An engineer at the Center was working on this project when a newspaper ad describing the collapsible steering column piqued his imagination as a possible means of shock mounting for a shipboard chair. He devised a way to use the energy-absorbing portion of the safety steering column.

In a car collision, the column can collapse as much as eight inches at a controlled rate in the event of an impact. Why couldn't the collapsible section be used under the seat of a landing craft to protect a U. S. serviceman?

A working agreement was developed with the auto-maker, and results of tests at the Center indicated that the collapsible column principle applied to shipboard chairs and deck platforms would greatly reduce casualties from shock blasts.

River patrol boats now in use by troops in Vietnam have been equipped with thousands of shock protection chairs and deck platforms.

Corpsman Cleans Up

If Hospitalman Fred Cooper were a gambling man, he might be in the laundry business right now.

The 22-year-old corpsman had a chance to claim a laundry shop recently, but turned it down.

Here's the story—which involves the rescue of a Vietnamese farmer who was seriously injured by an explosive device planted by the Viet Cong.

The farmer had been working in the fields near his home in the village of Duyen Son, southwest of Da Nang, when he tripped the enemy mine.

When Cooper, who was assigned as corpsman for a Marine Combined Action platoon, saw several villagers carrying the wounded farmer to his home, he immediately offered whatever help he could.

He applied first aid and dressed the injured man's wounds, but realized that if the man was not quickly evacuated to a hospital for treatment, he would die.

"The rest of the villagers," explained Cooper, "didn't want to have him evacuated. They wanted him to die in his own home and not be taken to some other place."

"Finally, after talking with the man's family, I convinced his brother that there was hope if we moved quickly. He trusted me, and was able to sway everyone's opinion. They gave us permission to send the injured man into Da Nang for treatment."

Twenty minutes and a helicopter flight later, the farmer was in the 1st Medical Battalion hospital on his way to the emergency operating room.

Back at Duyen Son, however, there were still skeptics among the villagers. One was the woman who operated the local laundry shop. "Doc" Cooper sometimes held sick call for the villagers there.

"She said she'd give me her shop if the farmer returned alive," explained Cooper. "But she was certain that he'd die."

Five days later word came from Da Nang that the injured man was well and would soon be back home. One of the first to hear the good news was the owner of the laundry. She offered to pay up.

"I told her I had enough to do as a corpsman without owning a laundry," said Cooper.

—Tom Donlon, Lance Cpl., USMC

Sauer Brothers

Had they chosen to do so, three of the Sauer brothers in Vietnam could have been someplace else for the law provides that only one son from a family need serve at a single time in a combat area.

The Sauers, however, believe in togetherness. When one went to Vietnam, the others followed. Three are Seabees stationed at Camp Adenir, Da Nang East; the other is in the Air Force in Bien Hoa.

Togetherness for the Sauers is a tradition of long standing. Two at-

tended the same high school and worked for the same employer before entering the Navy. Two also went through the same predeployment training at Davisville, R. I., and left together for Vietnam, arriving in January 1968.

The oldest of the Seabee brothers arrived in Vietnam ahead of them all in January 1967 while the brother in the Air Force came in second the following November.

Eventually, the four brothers now in Vietnam may be joined, at least in the service, by the two brothers they have who still live at home. The two younger Sauer boys are 17 and 18 years old.

—Text by R. D. Burns, JO2, USN

—Photo by Michael R. Sutton, EAD3, USN



FOUR OF A KIND—The Sauer brothers, all stationed in Vietnam, pose for photo. Left to Rt: Seaman Donald F., USN; Seaman Fredrick J., USN; Sergeant Arnold R., USAF; Construction Electrician 3rd Class William N., USN.

Double Duty

USS *TORTUGA* (LSD 26) has been doubling recently as an LPH. You might call it an “amphibious assault dock landing ship.”

During November, for example, *Tortuga* was engaged in transporting CH-46 helicopters between Da Nang, Vietnam, and Okinawa.

In Da Nang harbor, a 100-ton floating crane loaded several helos aboard *Tortuga* for her first trip to Buckner Bay, Okinawa. The floating crane lowered the CH-46 helicopters into the well deck where they were pushed into position by *Tortuga's* deck force.

The rolling motion of the ship at sea created an unusual problem. The helos had shock absorber-mounted landing gear. When the ship rolled the helos would roll to one side and spring up again, tending to cause a sort of “walking” motion despite the lashing gear.

The problem was solved by nailing blocks to the wooden deck on both sides of the helos' landing gear wheels. During the four-day trip from Da Nang to Buckner Bay, no further problems were encountered despite several 30- to 35-degree rolls in heavy seas.

Traveling with each helo was a Marine crew chief. The crew chief and his helo were inseparable; wherever his helo went the crew chief went—into combat or across the sea for repairs.

The trip was a welcome break for the crew chiefs. They had worked a seven-day week in the combat zone and would do the same in Okinawa.

Tortuga treated the crew chiefs as welcome guests. They spent a lot of their time catching up on sleep. They also stood security watches on the helos.

Upon arrival at Buckner Bay, the CH-46s were offloaded by *Tortuga's* mattress-padded crane. (It was found that mattresses, intended for sleeping, made ideal bumper guards.) However, due to the expert handling, the helos were offloaded without a scratch.

Continued use in the combat environment puts a tremendous stress on the CH-46s. At Okinawa they were to be modified structurally to better withstand the strain of continual operations in the mud, sand and heat of Vietnam.

Over a period of about six weeks the helos would go through three phases of rejuvenation.

First, the Marines would disassemble and inspect the parts for signs of wear. Necessary modifications would then be made by the aircraft contractors. The third phase, reassembly and flight testing, would be handled by Marines.

Within a few hours of offloading, *Tortuga* was loaded with modified CH-46s for the return trip to Da Nang. She pulled out just as the first

gusts of Typhoon Gilda were striking Okinawa. On the return trip *Tortuga* was playing tag with Gilda, but managed to evade her. The helos, firmly gripped down and blocked in place, weathered the storm without any problems. With wind and swells astern, *Tortuga* frequently “surfed” as much as 17.5 knots—not bad, considering her top speed is 14 knots.

At Da Nang, *Tortuga* offloaded her cargo and unloaded more green Marine birds. On this trip *Tortuga* carried the helos to Naha, Okinawa. An important sidelight at Naha was two nights' liberty for the LSD's hard-working crew—the first liberty for many since late September.

On her final run back to Da Nang *Tortuga* carried the modified helos.

At Da Nang, *Tortuga's* crane lifted the CH-46s from the well deck to her flight deck. The flight deck became the scene of bustling activity as the crew chiefs readied the birds for flight. During this last offload, all phases from hoisting to fly-off were handled on board.

Within hours of their being flown from *Tortuga's* flight deck the newly modified CH-46s were back in action, carrying troops into the battle zones of Vietnam.

—Joseph M. O'Heron, SN, USN

USS Thomaston (LSD 28).





POSING FOR CAMERA—USS *Benjamin Stoddert* (DDG 22) offers a silhouette profile for camera while operating off Vietnam coast.—Photo by R. Moen.

Kitty Hawk Has a Ball

During a four-month period which ended last April, profits from ship's store sales aboard USS *Kitty Hawk* (CVA 63) netted \$70,000 for the carrier's recreation fund. A decision on what to do with all that money should not be long in the making.

Kitty Hawk's recreation committee has had plenty of experience—and success—in voting on expenditures that are of direct benefit to the crew. For example:

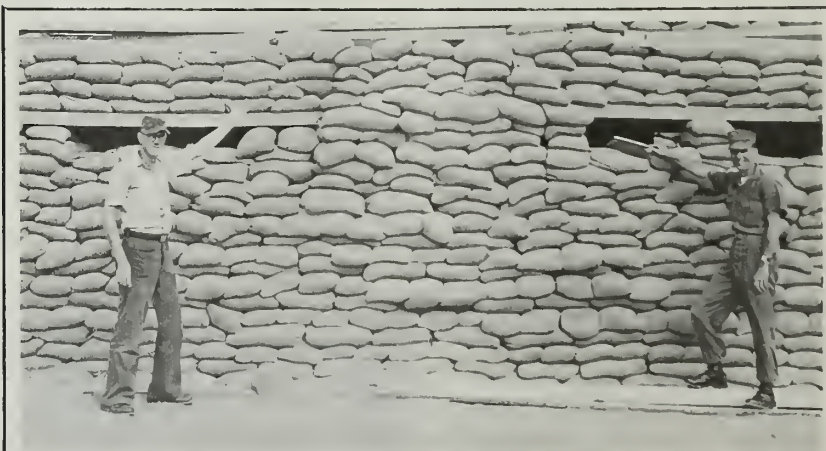
- Each berthing space in the carrier has a television set purchased with Rec funds.
- The ship's special services department has for years sponsored sightseeing tours with up to 50 per cent of the costs paid with Rec money.
- Crewmembers plan their own division parties, with Rec paying the tab.

• Operating with the U. S. 7th Fleet, *Kitty Hawk* often visits the Philippines. When she does, crewmembers can count on day-long picnics at the Grande Island recreation center—complete with food and drinks paid out of Rec funds.

The latest addition to *Hawk's* Rec kitty represents profits from ship's

store sales which totaled nearly one million dollars from December 1967 through March 1968.

Crewmembers bought phonographs, tape recorders, toiletries, candy, rings, watches, sporting gear and other items at the reasonable ship's store prices, and then, in effect, cashed in on the sales profits.



NO PLACE LIKE HOME—However, this is a 60-man bunker at the Naval Support Activity, Da Nang, Vietnam. Fifty men used 5000 sandbags to construct the four-room bunker. Bunker designer, Chief Warrant Officer G. E. Lofquist, USN, dusts the window ledge as Storekeeper 2nd Class J. S. Burke shows his approval of the bunker.—Photo by Brian W. Jerden, JOSN, USN.

Lay Leader Training

Seminar-style religious training for Navy men who double as lay leaders on board ship has been introduced on a trial basis at the submarine bases in Groton, Conn., and Charleston, S. C.

Appropriately, the training is called LEAD (Laymen's Enrichment and Devotional program).

Lay leaders from SubFlot Two (Groton) and SubFlot Six (Charleston) attend a two-week LEAD course while their ships are in port. Classes are held from 0800 to 1600 Monday through Friday, with new groups formed every two months during the trial period (which is to extend through the remainder of this year).

The LEAD curriculum emphasizes personal and social development, the mechanics of worship and the role of the lay leader on board ship. SubFlot chaplains conduct the classes.

National churchmen of various denominations were in on the LEAD planning. The program was approved by the Chief of Chaplains and COMSUBLANT.

RADM James W. Kelly, Chief of Chaplains, emphasized that LEAD does not favor any religious denomination over another; in his words, "LEAD provides the lay leader with training for a religious and personal ministry in a way consistent with convictions and traditions of his own religious background."

If LEAD proves as worthwhile as it now appears, the program may be expanded Fleet-wide.

Shopping Off the Shelf On the High Sea

A Sea Mart, the equivalent of the naval station Serv Mart which offers self-service shopping off the shelf, is in full operation aboard the nuclear powered guided missile frigate *USS Truxtun* (DLGN 35).

Customers, as they do ashore, walk in and select whatever items they need from the 1500 stocked and displayed on the shelves.

The shipboard system, believed by *Truxtun* to be the first Sea Mart on any PacFlt DD or DLG, has helped to reduce time required to draw goods frequently used. It also cuts down considerably on paper work.

Previously, if a specific item was not available through regular supply channels, a customer's invoice was stamped "Not in Stock," returned to him and a new requisition had to be prepared to draw a substitute article.

Now the customer can see for himself exactly what is available, and if a particular item is not on the shelf, a suitable substitute can usually be found.

Intrepid Wins Awards

For two years, *uss Intrepid* (CVS 11), although carrying the designation of an antisubmarine flattop, has performed as an attack aircraft carrier. In the interim, she and her

MORE AWARDS—CDR James Wynn III received his fourth Distinguished Flying Cross, the Bronze Star, the Navy Commendation Medal and his 17th Air Medal in ceremonies aboard carrier *USS Kitty Hawk* (CVA 63).



SELF-SERVICE—*USS Truxtun* (DLGN 35) now has a self-service Sea Mart. RADM Sheldon H. Kinney, Commander Cruiser-Destroyer Group Seventh Fleet cuts ribbon as CAPT David D. Work, CO, and G. A. Amoroso, SK3, look on.

crew have amassed several awards, both peacetime and combat.

As a unit, the Norfolk-based carrier won a Naval Air Force Atlantic Fleet Battle Efficiency "E" for excellence of operations within her special category, and the Admiral Flatley Award for Aviation Safety. Her commanding officer received the Legion of Merit.

Individual awards earned as a result of action seen in Vietnam have been numerous. Seventy-one men

were honored during one ceremony in which the executive, operations and engineering officers received Bronze Stars, 11 officers and crewmen received Navy Commendation Medals, 23 received Navy Achievement Medals, and 34 were awarded letters of commendation from either the Commander in Chief, Pacific Fleet, or the Commander of the Seventh Fleet.

Intrepid will celebrate her 25th anniversary in August.

Navy Pilot Is Awarded Twenty-Eighth Medal

One of the most highly decorated men in the U. S. Navy is Commander Albert J. Monger, USN, who enlisted in May 1943 as an apprentice seaman. He subsequently became a naval aviator, and for his actions in aerial combat over North Vietnam over the past few years, has earned a chest full of medals.

Serving in squadrons in several different aircraft carriers, Commander Monger has earned three Silver Stars, five Distinguished Flying Crosses, five Navy Commendation Medals, and 15 Air Medals.





LIFEGUARD—An A4D Skyhawk makes landing approach on its home base, USS Constellation (CVA 64), in Tonkin Gulf. Destroyer is carrier's plane guard.

Changing Scene

Several important changes in the U. S. Fleet have occurred in recent months. Two newcomers were commissioned, three others recommissioned, and three were launched. A submarine's departure from active service concludes current Fleet changes.

Commissioned were:

- The escort destroyer *uss Sample* (DE 1048), in Seattle. *Sample* is equipped with modern underwater weapons systems, including a long range bow-mounted sonar, *Dash*, *Asroc*, and two types of acoustic homing torpedoes.

Sample also carries two 5-inch/38-caliber semiautomatic guns. She is 414 feet, six inches long, has a beam of 44 feet, and a full-load displacement of 3500 tons.

The new destroyer is also equipped with an automatic fin stabilizer system. This system greatly reduces the rough-ride characteristics of previous destroyer types.

- The destroyer tender *uss Puget Sound* (AD 38), at Bremerton, Wash. The new tender measures

644 feet long and has a full-load displacement of 20,500 tons. She is slated to become the flagship for the commander of the Atlantic cruiser-destroyer force and will be homeported at Newport, R. I.

Launched were:

- The patrol motor gunboat

Tacoma (PG 92), at Tacoma, Wash. Designed for coastal patrol, blockade and surveillance missions, *Tacoma* will be armed with a 3-inch 50-caliber rapid-fire gun, a 40-mm and two twin 50-caliber machine gun mounts.

- The destroyer escort *Whipple* (DE 1062), at Seattle, Wash. The 4000-ton DE is 438 feet long and has a 47-foot beam. In addition to a 5-inch/54-caliber gun, *Whipple* will carry *Asroc*, ASW torpedoes, and *Dash*.

- The first of a new class of dock landing ship, *Anchorage* (LSD 36), at Pascagoula, Miss. The new LSD is designed to transport preloaded heavy landing craft to the objective landing area and discharge them from the flooded well deck, and is also capable of performing drydocking and repair services to small ships up to the size of harbor tugs and landing craft.

Anchorage has a helicopter landing pad and is armed with four 3-inch/50-caliber twin mounts. She has an over-all length of 553 feet, a beam of 84 feet, and a full-load displacement of 13,700 tons. Her designed speed is 20 knots.

Recommissioned were:

- The self-propelled barracks ship *uss Nueces* (APB 40), after 22 years out of service. Recommissioned at Puget Sound Naval Shipyard, the 3930-ton ship will carry an Army battalion, and be used as a base for missions along Vietnamese rivers. During the operations, *Nueces* will

GALLANTRY CROSS—William Hunter, BM1, is presented Republic of Vietnam combat award for his part in eluding an ambush while on minesweeping duty.



be the forward supply base and field hospital.

A squadron of river patrol boats will screen the ship from attack and provide supporting fire during assaults. The Navy PBR crewmen will also use *Nueces*' facilities.

Sixty tons of armor plating around the superstructure and two-inch-thick, bullet-proof glass combine to protect the crew and passengers of the 328-foot vessel.

Nueces was originally commissioned in November 1945. She was decommissioned in 1946.

- The guided missile destroyer *USS Somers* (DDG 34), at San Francisco Bay Naval Shipyard. *Somers* was originally commissioned as DD 947 on 3 Apr 1959. The ship was assigned to the Pacific Fleet and operated with other units of the First and Seventh Fleets until 11 Apr 1966, when she was decommissioned to undergo conversion.

The new ship is 418 feet long, and is 45 feet wide. Fully loaded, she will displace 4200 tons. She is capable of 30-knot speeds.

Her armament includes *Asroc* anti-submarine rockets, *Tartar* surface-to-air missiles, torpedo tubes, and a rapid-fire 5-inch/54-caliber gun mount.

- The self-propelled barracks ship *USS Mercer* (APB 39) at Long Beach Naval Shipyard. *Mercer* was built by the Boston Naval Shipyard and was first commissioned 19 Sep 1945. She is the third ship of her type to undergo conversion.

Mercer will berth up to 700 combat troops at advanced bases and is equipped to operate in the waterways of the Mekong Delta in South Vietnam. The ship was recommissioned in 1951 and served as a re-



Here is a scene which is a first on Guam: two Polaris submarines, two submarine tenders and one supply ship all tied together at Polaris Point. Left to right: USS Kamehameha (SSBN 642), USS Hunley (AS 31), USNS Furman (T-AK 280), USS Proteus (AS 19) and USS Stonewall Jackson (SSBN 634). The two submarines are receiving regular routine maintenance and upkeep; Hunley is in the process of relieving Proteus; and Furman is providing both tenders with spare parts and groceries on her regular monthly trip to Guam. Hunley will be here about five months while Proteus is in overhaul at the Ship Repair Facility, Guam. The background shows the peninsula of Polaris Point.

ceiving station for U. S. servicemen at Naples, Italy, until July 1952. Later she deployed three times to Argentina, Newfoundland, where she berthed members of mobile construction battalions. She was placed out of commission again on 10 Feb 1956.

During her conversion, a 50- by 70-foot helicopter landing platform was installed. Originally, *Mercer* had two 20-mm guns. She now has two quad 40-mm installations and 18 machine guns, both 30- and 50-caliber.

FLOATING HELIPORT—*USS Iwo Jima* (LPH 2) is base for special landing force.



While these ships were being readied to join the active Fleet, the submarine *USS Carp* (SS 338) was getting ready to retire from active service. The sub was decommissioned at Boston Naval Shipyard. *Carp* will replace the Boston Naval Reserve training submarine *USS Billfish* (SS 286).

Carp was commissioned at the close of World War II, and made one war patrol. In 1948 and 1949, she made exploratory cruises in extreme northern waters. During this period she crossed the Arctic Circle, and contributed a wealth of information concerning submarine operations in these little known (at that time) waters.



READY TO GO—Marines wait to board copters on deck of *USS Tripoli*.



WHIRLYBIRD NEST—Amphibious assault carrier *USS Tripoli* (LPH 10) is serving with Seventh Fleet in Vietnam.—Photo by R. F. Stinson, PH2, USN.

Straightening Out the Bends

The painful and sometimes fatal consequence of ascending too fast after diving deep into the ocean is the subject of continuing study by Navy medical researchers and deep-sea divers. The goal is to learn more about caisson disease, better known as the bends, and at the same time find a way to improve the Navy's

current deep-sea diving capability.

The bends strike the diver who ascends at too rapid a rate, allowing the gradual release of gas from his body tissues, forced there by the "high ambient" pressure of the ocean depths, which coalesces and forms stable bubbles of gas that interfere with the normal physiological processes.

For example, at a depth of 500

feet, the diver is subjected to ambient pressure of about 200 pounds per square inch. Under this pressure, his blood absorbs gas from the atmosphere he breathes. The longer he remains at a depth, the more such gas is forced into his body tissues.

Then, as the diver ascends, the excess gas begins to release itself through his body tissue. If he ascends in a slow, gradual process, the gas is released slowly. But, if he comes up too fast, the gas "bubbles" into his body tissue—the bends.

Using conventional apparatus and methods, it may take four hours to complete a 385-foot dive, with the diver having only about 20 minutes of "bottom time," including the five minutes or so required to descend. More than three and one-half hours involve the slow process of decompression on the way up, stopping for specified times at various depths according to a predetermined table.

The search for shorter periods of decompression has led to a number of experiments. In recent years, deep dives have been made with relatively short decompression time after Navy scientists came up with a special formula for mixing oxygen, nitrogen and helium into the diver's air supply. Decompression tables, the schedules of how long the diver must remain at various depths while ascending if he is to avoid the bends, have been worked and reworked to find the shortest and safest times possible.

Now, the Bureau of Medicine and Surgery believes that before many more improvements can be made in the safety and performance of diving operations, more must be learned about the formation and growth of inert gas bubbles in blood and body tissue.

A BuMed team at the Naval Medical Research Institute, Bethesda, Md., is studying the molecular structure of the dissolved gases from which the bubbles originate, and the mechanism of clustering which leads to bubble formation.

One procedure calls for motion pictures of microscopic bubble formations. Another involves direct observation of gas bubbles in living cells.

If the researchers have their way, Navy divers some day will be able to go deeper, remain on the job longer, and come up faster—bends free.

Annapolis in Shape With Physical Fitness

Recognizing that long days and weeks on station off the Vietnam coast can cause flabbiness and lethargy among its crew, the major communication relay ship *USS Annapolis* (AGMR 1) has developed an outstanding physical fitness program.

"Stay in Shape" is the motto of the special services office aboard *Annapolis*. Its sports program gives men little time to get restless or overweight.

Maximum use is made of available space. Basketball is played in a space which allows half-court games. The crew has worked hard to make the "gym" a haven for off-duty Navy men. The ship's electronics technicians provided a touch of professionalism by constructing a multicolored scoreboard and accompanying buzzer. Hoopsters in the Port and Starboard leagues vie for playoff berths in each patrol's championship tournament. Those unable to attend the playoffs may tune in for a play-by-play commentary over the ship's entertainment system.

Many *Annapolis* crewmen stay in shape by exercising daily in the gym. A punching bag, complete set of weights, situp board and other torture devices are available. A good workout is as easy as taking a quick jog down to the gym or a few laps around the antenna deck.

Annapolis also sports a regulation size ring for boxing and wrestling smokers held regularly during each patrol. Winners receive individual trophies for their efforts. The CO takes a chance occasionally and referees the wrestling smoker.

Those crewmen who keep in shape by regularly exercising are the prime competitors in the ship's *Annathlon*. Pushups, situps, shuttle run and broad jump are just a few of the events. A trophy is awarded to that man who displays the greatest overall proficiency and durability in all the events.

Less strenuous activities offered by the ship's special services department include skeet shoots, table tennis, fishing, chess, and pinochle tournaments.

Obviously, *Annapolis* is not all play as she patrols in the Vietnam combat zone. But during time off periods, she provides sufficient facilities to keep her off-duty men busy—and fit.



ON THE JOB—The services return more than half a million individuals annually to the country's skilled manpower pool.

Historic Landmark

Two 10-inch coastal artillery guns which once defended Subic Bay in the Philippines against invaders during World War II will soon be installed in a Washington state park.

The guns, located at Grande Island, at the mouth of Subic Bay, are being dismantled by U. S. Navy men.

OLYMPIC BOB—Lieutenant Paul E. Lamey polishes the Hoisington Memorial Award presented him for being selected rookie bob-sled driver of the year at the Olympics at Grenoble.—Photo by Tompkins, AN.



Once part of an intricate system of harbor defense built by the U. S. Corps of Engineers and manned by Army Coastal Artillery units, they were rusting at now defunct Fort Wint.

Dates stamped on the guns indicate they were made in 1903 and 1906. They were installed before World War I when the Philippines was a U. S. possession.

The guns were made incapable of firing as the Japanese army swept into the area in 1942. Other than scarring from strafing and shrapnel, they are in excellent condition.

The State of Washington has been interested in getting the guns since 1962.

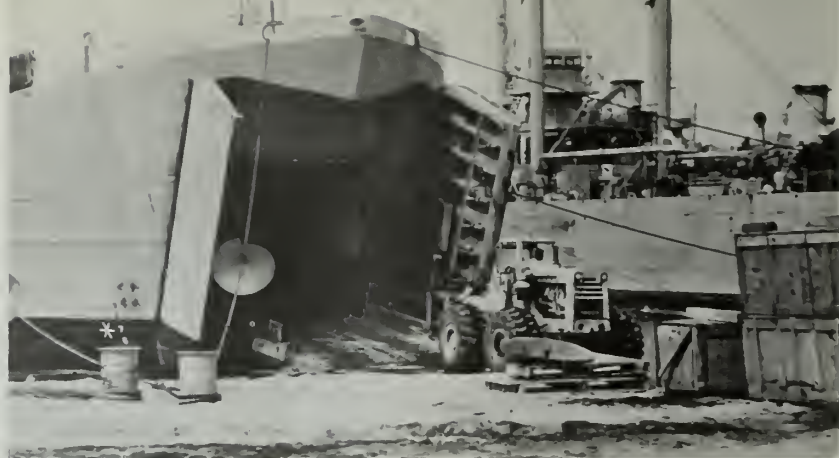
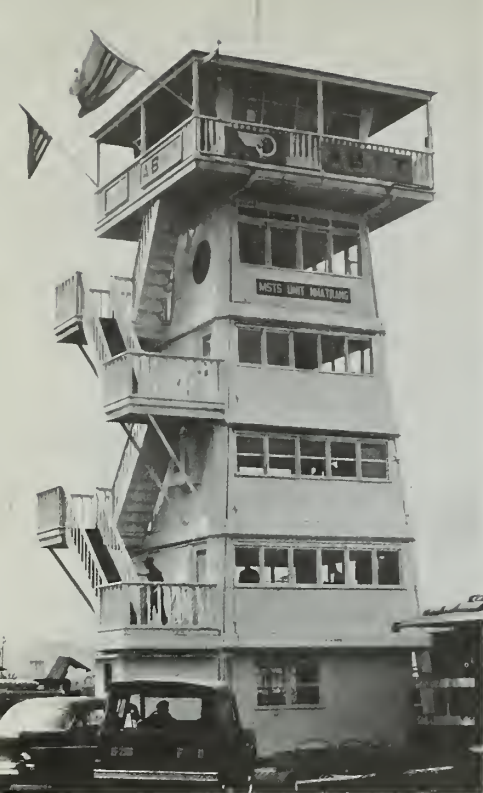
Four 3-inch guns have already been shipped to Washington, and money has been appropriated by the state to remove the larger pieces.

A survey by the Smithsonian Institution indicates they are the last of their kind still in existence.

Washington State will restore the pieces and place them on public display at Fort Casey, on Whidbey Island.

ORIGINALLY DESIGNED to guard the mouth of Subic Bay against assault from naval forces, Grande Island's guns became obsolete during the 1930s.

Treaties which forbade the U. S. to update the guns and protect them against air attack made them largely defenseless against marauding high



NHA TRANG TRIO—Office of three-man MSTS unit at Nha Trang is in control tower overlooking port operations and LSTs being offloaded by sand ramps.

level bombers, and from fighters which attacked their unprotected rear.

Supplied only with armor-piercing shells, the pieces were all but useless against Japanese ground forces sweeping in from the north.

Armor-piercing shells, while devastating against warships, are not effective against infantry targets.

As the Japanese captured Subic Bay, U. S. Army gunners removed the breech blocks from the guns and threw them into the sea, making them useless.

AFTER WORLD WAR II, Fort Wint was not manned, because the era of coastal artillery defense had passed into history.

The Philippines gained its independence in 1946 and technically the guns, although they had no military value, belonged to the new republic.

Subic Bay is the site of two large U. S. Navy bases—Subic Bay Naval Station and Cubi Point Naval Air Station. Subic Bay supports and supplies the Seventh Fleet, and is known to mariners as one of the largest and finest deep water harbors in the world.

Grande Island, now a peaceful dot of land at the northern end of historic Bataan peninsula, has been converted into a rest and recreation site for Navymen.

After receiving permission from the Philippine government and getting the necessary funds from the State of Washington, the Navy has begun the job of dismantling and packing the guns for shipment.

Although the guns have lain idle and neglected for more than a quarter-century, they are in a remarkable state of preservation.

Rust covers all areas of the weapons that have been exposed to the elements, but many parts still work well, and bearings which haven't had oil on them for years still turn.

DISMANTLING the guns has been no easy job, however.

Volunteers from Subic Bay and Sangley Point Naval Station have been doing the work.

Penetrating oil was used to break bonds of rust between two metal sur-

faces, such as nuts and bolts or frozen bearings.

The catwalks and staging were stripped and the guns were lowered from the elevated firing position to the loading position.

Two men spent an entire week with sledgehammers breaking the rust seal on nuts and bolts that hold many pieces of the guns together.

Despite the cobras and other poisonous snakes found in and around the old battery, the crew examined the site thoroughly and found parts which hadn't seen daylight for 25 years.

The guns of Fort Wint—rusty, unused, and forgotten for 25 years—will soon go back to a new and peaceful career as a colorful relic of American history for the people of Washington. —Story and Photos by

William M. Powers, PHC, USN.

Whiting Field's Enlisted Quarters

IF YOU WOULDN'T MIND sharing a room with one or three other persons; if you appreciate central air-conditioning; if you prefer wood-grain locker closets and drawers; and if the feel of rugs under your feet gives you a sense of living in plush style, then you undoubtedly would enjoy the enlisted men's new quarters at NAAS Whiting Field, Fla.

These and numerous other mod-

ern, attractive features are evident in the newly constructed \$577,000 three-story quarters housing 264 men. This building, constructed under the administration of the Southeast Division of the Naval Facilities Engineering Command, was officially opened in September and is accommodating men from Whiting Field's admin, supply, medical, training and general mess departments.





THREE LEGS—Optical illusion, but *Intrepid* Navy-men could have used an extra during obstacle course training. **Right:** Marine detachment crewmember starts on his way across the "slide for life," one of 22 obstacles on the course.

OBSTACLE COURSE

While *uss Intrepid* (CVS 11) was at Portsmouth, Va., recently, three platoons of *Intrepid* men completed training in landing party techniques at the Little Creek Amphibious Base. Each platoon completed classroom, outside and field training in the one week allotted them.

The classroom training included weapons indoctrination in the M-1 rifle, the Browning automatic rifle, the .45-caliber pistol and the .30-caliber machine gun. Also included in the classroom training was instruction in tactics and interior guard.

The outside instruction included close order drill, .45-caliber pistol familiarization firing, and M-1 rifle familiarization firing. Two platoons were given a workout with the automatic rifle; the other fired the .30-caliber machine gun.

In the field, the landing party was put through its paces on the confidence obstacle course and then the not-so-confident UDT obstacle course.

Of the 22 obstacles on the course, it was the "Slide for Life" which drew the most respect. It was on the final day of the first week's training that a Marine made the initial splash into the ice-covered water beneath the Slide. Observers, the bulk of whom were *Intrepid* Navy-men, were able to keep their ex-

pressions of sympathy within seemingly bounds. It was just as well that they did, for many of the *Intrepid* men followed their leader.

The windup of each week's train-

ing was a final day of field problems, including practice assaults on fortified positions, defended by the ship's Marine detachment.

—Photos by R. L. Ezzell, PH3, USN.



INTREPID CREWMEN climb the high net obstacle to go down the other side during their training session.

Sailors

CONCH TRAIN tours, open air concerts, shopping in Pirate's Alley and entertainment in small cabarets and exclusive nightclubs . . . these are highlights of liberty during Caribbean deployment of amphibious ships.

Operational cruises often include visits to Key West, Fla.; St Croix and St Thomas, Virgin Islands; and San Juan, P. R.

The green waters, palm trees and interesting beaches of Key West serve as an introduction to liberty in the Caribbean mood.

The city invites Navymen to enjoy their "Conch Tour" a one-and-one-half-hour ride in an open, decorated train of trailers towed by a jeep. The tour covers most of the island and provides an opportunity to sample the history, flora and personality of Key West.

Shopping in Pirate's Alley on the waterfront and dining on area seafood (such as pompano and turtle steaks) are musts for the touring Navyman.

Next liberty after leaving Key West for Caribbean waters could be St Croix. Frederiksted is the smaller of the two towns on this island. It has a number of small shops, quiet streets and a friendly populace. Nightclubs and restaurants are few, but those that are available extend traditional Crucian hospitality.

For a more sophisticated atmos-



TROPICAL REPOSE—USS Pocono (AGC 16) moors in port at Frederiksted, St Croix. Below: Navy men check swimming situation, shop for free port bargains.



See the Sights in San Juan

phere, the larger town of Christiansted offers attractions not found in smaller Frederiksted. Numerous shops and restaurants provide variety to suit any taste.

Charlotte Amalie, the major port on St Thomas, is in striking contrast to the cities of St Croix. There are nightclubs and restaurants for all palates and pocketbooks. Shops abound on the island, offering thousands of items such as perfumes, jewelry, and cameras at traditional free port savings.

A walk of a mile or two puts the Navyman-tourist several hundred feet above the harbor for an all-encompassing view of the town, luxury liners, and visiting ships be-decked with "friendship" lights. Bluebeard's Castle, now a luxury hotel, is such an overlook.

San Juan, P. R., has much to offer the Navy visitor, from the curious streets of historic old San Juan to the modern hotel section not more than a couple of miles away.

A multitude of cabarets ranging from the Luna street bistros to the luxury hotel lounges and nightclubs provide entertainment for all.

Tours arranged through the USO acquaint visitors with the history of the older sections of the city, which dates from the 16th century. Famous El Morro fort, overlooking the sea channel to San Juan, is a favorite subject for photographers.



SEEING THE SIGHTS—Navy visitors tour St Thomas. Below: Cupola on the wall at El Morro Fort is visited. Below left: PhibLant band holds concert.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **OUT OF BOUNDS PASS**—Petty officers second class and above are no longer required to carry out of bounds passes when traveling beyond the general vicinity of their commands while on liberty.

The policy change, made effective through OpNav Notice 1050 of 25 Mar 1968, represents a further step to eliminate practices which may be considered inconsistent with enhancing the stature of the Navy petty officer.

According to *Navy Regulations*, Article 1284.6 (1948), all other individuals—PO3s and below—authorized by their commanding officer to travel outside the limits of the command, usually about 300 miles, must continue to carry out of bounds passes while on liberty.

• **FLYING RADIOMAN**—The Atlantic Fleet's trial program of assigning RM personnel as flight communicators with selected PA3 Orion VP squadrons is catching on fast, but there still are more RM3 and RMSN billets than volunteers to fill them.

RMs who already have "flying radioman" duty consider it choice. Those who want it must meet minimal eligibility requirements.

At present, only career-motivated RM3s and RMSNs are invited to volunteer. If you're one of these, you must be physically adapted for flying duty, be a qualified swimmer (class III), have completed at least 12 months of active duty, and have 24 months' obligated service. If you do

William Maul, CTC, USN



"He wants to know if we need any sitar players."

not have that much obligated service you may agree to extend in order to become eligible.

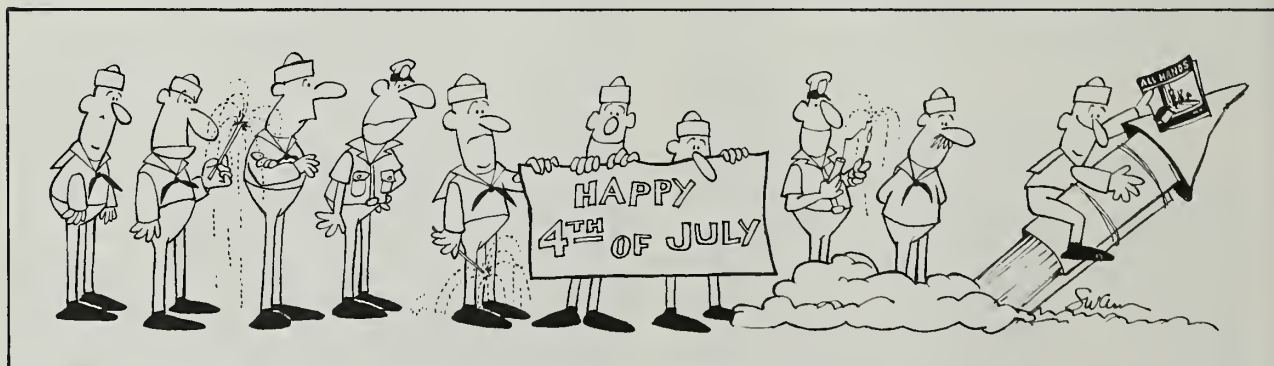
Requests should be submitted to the Chief of Naval Personnel via appropriate EPDOs. RMs who are under the distributional control of EPDOLANT may submit their requests directly to that EPDO, via command channels.

If you volunteer and do not receive orders immediately, your name is placed on a waiting list until a vacancy occurs. No replies are made to individual requests.

• **OPEN RATES**—A new list of open rates, in which Naval Reservists who do not have an active duty obligation, may volunteer for recall to active duty, has been issued by the Chief of Naval Personnel. The list

appeared in Change Six to BuPers Inst 1130.41. Here it is:

	E-9	E-8	E-7	E-6	E-5	E-4
Group I					SM2	SM3
					QM1	QM2
STCM					ST1	
					STG2	
					STS2	STS3
					RD1	RD2
Group II						
					FTCS	
					FTB2	FTB3
					FTG1	FTG2
						FTM3
						GMT3
						MT3
						TM3
Group III						
					DSC	DS1
					ETCS	ETC
					ET1	
						DS3
						ETN3
						ETR2
						ETR3
Group IV						
						OM3
Group V						
						CS3
						CTA1
						CTI1
						CTM1
						CTO1
						CTR1
						CTT1
						RM2
						CYN3
Group VII						
					BRCM	
					SPCM	BTC5
						BR1
						BT2
						BT3
						DC1
						DC2
						EM3
						EN1
						EN2
						IC1
						IC2
						MR1
						MM3
						SFM2
						SFP2
Group VIII						
					CUCM	BUC
						BU1
						BU2
						BU3
						CEC
						CE1
						CE2
						CE3
						EQCM
						CMCS
						CMC
						CM1
						CM2
						CM3
						CUCM
						EACS
						EAC
						EA1
						EA2
						EA3
						CUCM
						EOC
						EO1
						EO2
						EO3
						CUCM
						SWCS
						SWC
						SW1
						SW2
						SW3
						UTC
						UT1
						UT2
						UT3



MAKE IT A HAPPY Fourth of July. Dont take off with ALL HANDS Magazine; there are nine others waiting for it.

NOTE: BuPers Notice 1440 of 30 Apr 1968 directed disestablishment of Group VIII service ratings effective 1 Jul 1968.

E-9 E-8 E-7 E-6 E-5 E-4

Group IX

AC3
AE3
AG3
AME3
AMH3
AO3
AQC AQ1 AQF2 AQF3
ATN3
ATR2 ATR3
PT1

Group X

Hospital Corpsmen assigned the following NECs must make application for recall to active duty to the Chief of Naval Personnel for consideration. Determination of eligibility for recall to active duty will be based upon the pay grade and NEC for which quotas have been assigned. Recall author-

ization may only be effected by the Chief of Naval Personnel.

NEC:	8405	8416	8462	8484	8492
	8406	8432	8463	8485	8493
	8409	8452	8482	8486	8495
	8413	8453	8483	8488	8498

Non-Rated

AN	AA	AR
CN	CA	CR
DN	DA	DR
FN	FA	FR
HN	HA	HR
SN	SA	SR

• **UNIFORMS FOR NESEP STUDENTS**—NESEP students are now permitted to wear officer candidate type uniforms after they are enrolled in a university.

Inasmuch as such uniforms are not usually worn by enlisted men, a special initial clothing allowance will be paid.

Men who graduate by 1 Oct 1968 will receive a partial allowance of \$106.91. Since no women are scheduled to graduate before that date, provisions for a partial allowance for Waves were not made.

Navy men who graduate after 1 Oct 1968 will receive the full allowance of \$226.01.

Waves who graduate after 1 October will also receive the full allowance which, for them, is \$161.15.

Changes have been made to Chapters 4-C and 4-D of *U. S. Navy Uniform Regulations*, 1959, to cover uniform requirements for both men and women NESEP students. The designation of uniforms, description of clothing, insignia and occasions on which the uniforms shall be worn are also described in *Uniform Regs.*

Pointers for Enlisted Men Taking August Exams For Advancement

It's nice to know that advancement opportunities are as good as usual for those who plan to take the August exams to pay grades E-6 and E-7. Not as bountiful, of course, as those in the lower pay grades, but still rewarding. Advancement to third and second class PO should be as sure as passing the exam—in most cases.

To insure maximum participation, service in pay grade waivers similar to those allowed previously will be in effect.

Well qualified E-3 and E-4 Navy men of all skills who earn their commanding officer's recommendation may take advantage of the special provisions. Third class petty officers may go up for second class six months early, and nonrated Navy men may take the E-4 test if they are serving in pay grade E-3 on 6 August.

Navy men who take the examination under the provisions of the waiver must meet all the requirements for advancement except the normal service in pay grade. Correspondence courses, practical factors and performance and military leadership tests must be completed, but they are not due until the day before the exam. (Except for the successful completion of E-4/E-5 Military/Leadership exams, such prerequisites are normally due one month before the examination date.)

While the waiver is in effect, it is possible for a Navy man to take the

E-5 examination while serving in pay grade E-3. This would occur if the man were authorized advancement to third class as a result of the February exam, with the advancement effective subsequent to 8 August.

Dates for the August examination have been announced by BuPers Notice 1418 of 27 Apr 1968 as follows: E-4, Tuesday, 6 August; E-5, Thursday, 8 August; E-6, Tuesday, 13 August; E-7, Thursday, 15 August.

Other changes in procedures and requirements have taken place since the February 1968 exam.

Those enlisted in a petty officer

grade under the provisions of a Direct Procurement program are authorized length of service (LOS) multiple credit as follows: E-4, one year plus two months; E-5, two years plus two months; E-6, four years plus two months; E-7, eight years. Please note that these are maximum credits.

The eight-year total service requirement for advancement to pay grade E-7 is waived for directly procured petty officers, including Naval Reserve advanced pay grades program personnel on active duty.

To serve in the Radioman rating, you must be a U. S. citizen. The RM examination results of non-citizens will be invalidated.

Commencing with the August exams, personnel serving in the rate of CYN3 may compete for advancement to YN2 or RM2.

Commencing with the August exams, ST (Oceanographic Specialist) E-4 and E-5 examinations will be available on a permanent basis. Study guides have been distributed to commands having ST personnel on board.

Special physical requirements for certain ratings are contained in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B). Commanding officers are reminded to ensure that each individual in their command meets the physical requirements of his rating before recommending him for advancement.

LT Melville C. Murray, SC, USNR



"The supply office was out of monkey fists, but on the way back to the ship I had a brainstorm . . ."

PAY ROUNDUP

HERE'S A TABLE of the proposed July 1968 pay raise. It shows the new monthly base pay rates computed by the suggested 6.9 per cent increase Congress enacted into law last December through Public Law 90-207.

This legislation provided for a \$1.6 billion salary raise over a three-year period for the 2 million Federal civilian employees and the 3.5 million military personnel on the government

payroll. The average civilian raise is 4.9 per cent based on salary.

Although there's a two per cent difference between the two percentages, they come out to approximately the same increase. The percentage of increase for the military is based on *basic pay* alone (without allowances). The civil service increase percentage is based on *salary*. The two percentages work out to about

the same if military "salary" (of basic pay, BAQ, BAS and income tax advantage, etc.) is figured.

Preceding the 1968 pay proposal, there have been five annual raises in military pay (and in some cases, allowances) in as many years: October 1963, September 1964, September 1965, July 1966, and October 1967. The ultimate aim is to equalize military salaries with those of private industry.

Proposed Basic Pay for Military Personnel

RANK OR PAY GRADE	TABLE OF ACTIVE DUTY SERVICE PAY EFFECTIVE 1 JUL 1968 MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)														
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.	Over 15 Yrs.
O-10* Admiral										\$1860.60	\$1860.60	\$1993.80	\$1993.80	\$2126.70	\$2126.70
O-9 Vice Admiral										1594.80	1594.80	1728.00	1728.00	1860.60	1860.60
O-8 Rear Admiral (Upper Half)									\$1462.20	1531.20	1531.20	1594.80	1664.40	1728.00	1797.60
O-7 Rear Admiral (Lower Half)									1265.70	1285.70	1329.30	1462.20	1563.00	1563.00	1563.00
O-6 Captain							\$930.30	930.30	930.30	962.10	1113.90	1170.90	1196.40	1285.70	1373.10
O-5 Commander	\$635.40	\$746.70	\$797.70	\$797.70	\$797.70	797.70	822.60	866.40	924.30	993.60	1050.60	1082.10	1120.20	1120.20	1120.20
O-4 Lieutenant Commander	536.10	652.20	696.30	696.30	708.60	740.40	790.80	835.20	873.30	911.40	936.90	936.90	936.90	936.90	936.90
O-3** Lieutenant	498.30	556.80	594.60	594.60	609.70	714.90	753.30	790.80	810.00	810.00	810.00	810.00	810.00	810.00	810.00
O-2** Lieutenant (Junior Grade)	399.30	474.30	569.70	588.60	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90
O-1** Ensign	343.20	379.80	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30
O-3 Credited with over 4 years' active service.				568.50	689.70	714.90	753.30	790.80	822.60	822.60	822.60	822.60	822.60	822.60	822.60
O-2 years' active service.				588.60	600.90	620.10	652.20	677.40	696.30	696.30	696.30	696.30	696.30	696.30	696.30
O-1 as enlisted members.				474.30	506.40	525.30	544.20	563.10	588.60	588.60	588.60	588.60	588.60	588.60	588.60
W-4 Chief Warrant Officer	\$507.30	\$544.20	\$544.20	\$556.80	\$582.00	\$607.50	\$632.70	\$677.40	\$708.60	\$734.10	\$753.30	\$778.20	\$804.00	\$866.40	\$866.40
W-3 Chief Warrant Officer	461.10	500.40	500.40	506.40	512.70	550.20	582.00	600.90	620.10	638.70	658.50	683.70	708.60	734.10	734.10
W-2 Chief Warrant Officer	403.80	436.80	436.80	449.40	474.30	500.40	519.30	537.90	556.80	576.00	594.60	613.50	638.70	638.70	638.70
W-1 Warrant Officer	336.60	386.10	386.10	417.90	436.80	455.70	474.30	493.80	512.70	531.60	550.20	569.70	569.70	569.70	569.70
E-9† Master Chief Petty Officer							\$576.30	\$598.50	\$603.30	\$616.50	\$630.00	\$642.60	\$676.50	\$742.20	\$742.20
E-8 Senior Chief Petty Officer							497.10	510.30	523.80	537.00	549.90	563.40	596.70	663.00	663.00
E-7 Chief Petty Officer	\$303.90	\$364.20	\$377.70	\$391.20	\$404.40	417.30	430.50	444.30	464.10	477.30	490.50	497.10	530.40	596.70	596.70
E-6 Petty Officer First Class	261.90	318.00	331.20	344.70	358.20	371.10	384.60	404.40	417.30	430.50	437.40	437.40	437.40	437.40	437.40
E-5 Petty Officer Second Class	226.20	278.70	291.90	304.80	324.90	338.10	351.30	364.20	371.10	371.10	371.10	371.10	371.10	371.10	371.10
E-4 Petty Officer Third Class	190.20	238.50	251.70	271.50	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00
E-3 Seaman, Etc.	137.70	192.00	205.50	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70
E-2 Seaman Apprentice, Etc.	113.40	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00
E-1 Recruit	109.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50
E-1 Recruit (Less than 4 months)	102.30														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$2493 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is \$902.40 regardless of cumulative years of service.

On the facing page you will find a table of other military pay and allowances, which remain unchanged from what you have been receiving in the past. Your current special pay and allowances, together with the proposed increase of basic pay, is included here to enable the Navy family to estimate over-all take-home pay.

HOW MUCH do you know about pay and allowances? In addition to basic pay, various forms of special pay, plus allowances, help not only to round out your Navy income, but

also assure you of a sound and predictable basis for keeping your financial affairs in order. It's worthwhile to review them from time to time.

The conditions for your entitlement to special pay and allowances vary with your grade, your skill, your marital status and where you are stationed. Some are paid monthly on a continuing basis, others in occasional lump sums. Here's a roundup of those you might receive while on active duty.

It should answer most of your questions on the subject of pay.

Special Pay

Special pay is added compensation you receive each month under set circumstances. Sea duty pay and special pay for duty in specified overseas areas, hostile fire pay, diving pay and proficiency pay all are forms of special pay. The added compensation paid to physicians and dentists also falls into the special pay category. Reenlistment bonus (regular and variable), although not paid monthly on a continuing basis, is another type of special pay. Incentive pay for hazardous duty also is listed here, even though, technically,

RANK OR PAY GRADE		INCENTIVE PAY FOR HAZARDOUS DUTY(Aviation Pay for Crew Members and Submarine Duty Pay) (Note that increases end with more than 18 years of service)													
		Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O-10	Admiral	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00	\$165.00
O-9	Vice Admiral	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-8	Rear Admiral (Upper Half)	155.00	155.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-7	Rear Admiral (Lower Half)	150.00	150.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00
O-6	Captain	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	220.00	245.00	245.00	245.00	245.00
O-5	Commander	190.00	190.00	205.00	205.00	205.00	205.00	205.00	210.00	225.00	230.00	245.00	245.00	245.00	245.00
O-4	Lieutenant Commander	170.00	170.00	185.00	185.00	185.00	195.00	210.00	215.00	220.00	230.00	240.00	240.00	240.00	240.00
O-3	Lieutenant	145.00	145.00	155.00	165.00	180.00	185.00	190.00	200.00	205.00	205.00	205.00	205.00	205.00	205.00
O-2	Lieutenant junior grade	115.00	125.00	150.00	150.00	160.00	165.00	170.00	180.00	185.00	185.00	185.00	185.00	185.00	185.00
O-1	Ensign	100.00	105.00	135.00	135.00	140.00	145.00	155.00	160.00	170.00	170.00	170.00	170.00	170.00	170.00
W-4	Chief Warrant Officer	\$115.00	\$115.00	\$115.00	\$115.00	\$120.00	\$125.00	\$135.00	\$145.00	\$155.00	\$160.00	\$165.00	\$165.00	\$165.00	\$165.00
W-3	Chief Warrant Officer	110.00	115.00	115.00	115.00	120.00	120.00	125.00	135.00	140.00	140.00	140.00	140.00	140.00	140.00
W-2	Chief Warrant Officer	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	135.00	135.00	135.00	135.00	135.00
W-1	Warrant Officer	100.00	105.00	105.00	105.00	110.00	120.00	125.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00
E-9	Master Chief Petty Officer	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00	\$105.00
E-8	Senior Chief Petty Officer	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E-7	Chief Petty Officer	80.00	84.00	85.00	85.00	90.00	95.00	100.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E-6	Petty Officer, 1st Class	70.00	75.00	75.00	80.00	85.00	90.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00
E-5	Petty Officer, 2nd Class	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00
E-4	Petty Officer, 3rd Class	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E-3	SN, etc	55.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-2	SA, etc.	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-1	Recruit	50.00	55.00												
Aviation Cadets		50.00													

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month)		SUBSISTENCE ALLOWANCE (with or without dependents)	BASIC QUARTERS ALLOWANCE		
	Sea Pay and Certain O' seas Service Pay	Other Hazardous Duty Pay		Grade	No dependents	With dependents
O-10	Not Eligible	\$110.00	\$47.88	O-10	\$160.20	\$201.00
O-9				O-9	160.20	201.00
O-8				O-8	160.20	201.00
O-7				O-7	160.20	201.00
O-6				O-6	140.10	170.10
O-5				O-5	130.20	157.50
O-4				O-4	120.00	145.05
O-3				O-3	105.00	130.05
O-2				O-2	95.10	120.00
O-1				O-1	85.20	110.10
W-4	Not Eligible	\$110.00	\$47.88	W-4	\$120.00	\$145.05
W-3				W-3	105.00	130.05
W-2				W-2	95.10	120.00
W-1				W-1	85.20	110.10
E-9	\$22.50	\$55.00	Daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off base, you draw Comrats at the rate of \$1.32 a day. Leave, hospital and field rations are likewise paid at the rate of \$1.32 a day.	E-9	\$85.20	\$120.00
E-8	22.50			E-8	85.20	120.00
E-7	22.50			E-7	75.00	114.90
E-6	20.00			E-6	70.20	110.10
E-5	16.00			E-5	70.20	105.00
E-4	13.00			*E-4	70.20	105.00
E-3	9.00			**E-4	55.20	See explanation in table below
E-2	8.00			E-3	55.20	
E-1	8.00			E-2	55.20	
				E-1	55.20	

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E-4 (less than 4 years' service) AND BELOW

The columns below apply only to enlisted personnel in pay grade E-4 (less than 4 years' service) and below, who have dependents. Amounts of BAQ vary according to pay grade and number of legal dependents. A minimum contribution from basic pay (\$40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A			B	A + B =		
	BASIC ALLOWANCE FOR QUARTERS			CONTRIBUTION FROM BASIC PAY	MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S)		
	1 depend.	2 depend.	3 depend.		1 depend.	2 depend.	3 depend.
E-4	\$90.60	\$90.60	\$105.00	\$40.00	\$130.60	\$130.60	\$145.00
E-3	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-2	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-1	60.00	90.60	105.00	40.00	100.00	130.60	145.00

IN FIGURING your gross Navy income, be sure to include all the types of pay and allowances to which you are entitled. Reenlistment bonus, clothing allowance, family separation allowance, lump-sum leave payment, travel allowance, and dislocation and station allowances are discussed on adjoining pages. Here are other types of pay:

P-1, P-2, P-3 PAY—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P-1, \$50; P-2, \$75; or P-3, \$100. Superior Performance Pay, SP-\$30, may be awarded under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians. All pro pay categories are subject to annual revision.

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are \$110 per month for officers and from \$55 to \$100 monthly for enlisted men, depending on diver classification.

HOSTILE FIRE PAY—Officers and enlisted men exposed to death or injury while serving in specified areas may be awarded hostile fire pay at the rate of \$65 per month.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from \$100 to \$350 monthly based on the number of years served on active duty.

it is not a specific type of special pay.

Sea Duty Pay—Only enlisted personnel may draw sea pay, which generally is awarded during periods of shipboard duty. Sea pay is figured on a sliding scale according to rate, and ranges from \$8.00 per month for a recruit or apprentice to \$22.50 for chief, senior chief and master chief petty officers.

Overseas Pay—Special pay for duty ashore in many areas outside the continental United States is awarded monthly to enlisted men and women in amounts identical to sea pay, figured according to rate. The *DOD Pay Manual* lists countries and areas designated for overseas pay.

Hostile Fire Pay—This type of special pay was introduced in 1963. At present, \$65 per month is added to the paychecks of all military personnel exposed to death or injury in the Vietnam combat zone. Service may be ashore or on board a designated ship within the limits of the hostile fire zone.

Diving Pay—Both officers and enlisted men who serve on diving duty are entitled to this special pay. Officers receive a flat \$110 per month. Designated enlisted men receive \$55 to \$100 per month, depending on diver classification and continuing qualifications. (Note that diving pay may not be awarded in addition to incentive pay for hazardous duty.)

Incentive Pay (Hazardous Duty)—You receive this incentive pay when you perform aviation duty, submarine duty, parachute duty or demolition duty (This also includes periods of training for demolition duty).

You also may receive incentive pay if your duties require frequent participation in flight operations on the deck of an aircraft carrier, and in certain other cases, including duty inside a high or low pressure chamber, duty as a human acceleration or deceleration experimental subject, duty as a human test subject in thermal stress experiments, or leprosarium duty.

If you are engaged in flying duties, or serve on board a submarine, your incentive pay is based on your pay grade and length of service (see table, page 49). For any other type of hazardous duty, plus aviation duty

as a non-crewmember, you draw a flat \$55 (enlisted) or \$110 (officer) monthly.

Note that if you perform two types of hazardous duty (aviation and parachute duties, for example), you may receive two incentive payments, the maximum for this pay category.

Proficiency Pay—This type of special pay actually is career incentive pay awarded monthly to those in ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist.

Most pro pay awards are in the Specialty Pay category, based on Navy Enlisted Classification (NEC) code skills. Those in designated critical skills who are otherwise eligible and recommended by their commanding officers may draw monthly

specialty pay awards of P-1 \$50, P-2 \$75 or P-3 \$100.

Under a second category of pro pay, Superior Performance, awards of \$30 monthly may be paid under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Details of pro pay administration and eligibility requirements are contained in BuPers Inst. 1430.12 series (and ALL HANDS, March 1968).

Physicians and Dentists Pay—Medical and dental officers receive career incentive pay as long as they remain on active duty. Payments range from \$100 to \$350 monthly, depending on years of service.

Reenlistment Bonus—You may be paid as much as \$2000 in bonus money for reenlistments (and extensions of two years or more) during the course of your Navy career. A regular bonus generally is paid when you reenlist within three months of discharge or separation, and is computed as follows:

- First reenlistment. Amount equal to your monthly base pay at time of discharge multiplied by the number of years for which you reenlist.
- Second reenlistment. Amount equal to two-thirds of your base pay, multiplied by the number of years for which you reenlist.
- Third reenlistment. One-third base pay multiplied by number of years for which you reenlist.
- Fourth and subsequent reenlistments. One-sixth monthly base pay, multiplied by the number of years of reenlistment.

In addition to the regular bonus, you may receive payment for unused leave and applicable quarters and subsistence allowances, as well as travel pay to home of record, each time you reenlist. Only the bonus itself counts against the \$2000 cumulative you may receive in the course of your active duty.

Variable Reenlistment Bonus—If your military skill is one designated as critical for reenlistment purposes, based on rating and NEC code skill, you may ship over and receive as much as four times the amount of your regular first reenlistment bonus (or two-year extension), in addition to the regular bonus.

A variable bonus does not count

One Crew—All Heroes

Last month, on page two, ALL HANDS reported on the Navy's most recent Medal of Honor winner. This item is about the crew he supervised.

Boatswain's Mate 1st Class James Elliott Williams spent an action-packed tour in Vietnam, and so did his crew of Navy veterans. Williams directed the operations of four of the Navy's fast PBR Patrol craft from his command boat "Elaine" (named for his wife). Both he and the men with him consistently distinguished themselves under enemy fire.

In a period of 11 months, the 57 men who served on the four patrol boats he directed earned a total of 131 combat decorations plus 80 Purple Heart Medals in the fierce combat of the Mekong Delta.

One of Williams' crewmen was killed by enemy fire. Terrill E. Carter, a close friend of Williams, was killed in action in October 1966. A military billet in My Tho, South Vietnam, was named in Carter's memory.

The crewmen under Williams' command aboard "Elaine" won 26 decorations. They are a youthful group. All but Williams are in their early 20's.

against the \$2000 maximum. It generally is paid for first reenlistments only. However, you may receive a variable bonus for a two-year extension, and receive additional variable bonuses on later extensions.

Basic eligibility for a variable bonus includes 21 months of continuous active service other than active duty for training, and reenlistment within 3 months of discharge.

The multiplier used in figuring the amount of the bonus may be one, two, three or four times the amount of the regular first reenlistment bonus, depending on the grade of criticality assigned your rating or NEC skill at the time of reenlistment. BuPers Inst. 1133.18 series lists ratings and skills eligible for a variable bonus.

Allowances

Allowances are paid to help you meet some of the expenses you incur while on active duty. Allowances may be paid on a monthly or recurring basis, or in one-time lump sums. Some are paid automatically, others require application by you.

Clothing Allowance—You receive initial clothing allowance when you enlist, and under certain conditions upon reenlistment or recall to active duty. You may be further eligible to receive special or civilian clothing allowances, depending on your duty assignments. Once you receive an initial or special clothing allowance, you may receive a monthly maintenance allowance.

There are several types of clothing allowances based on actual costs for clothing, as determined by Navy and Department of Defense study groups. Here are the clothing allowance rates which became effective 1 Jan 1968:

- **Initial Clothing Monetary Allowance (ICMA)**. Generally reflects the cost of a seabag for recruits. The individual's pay account is credited with the allowance, and clothing issues are charged against it. Enlisted men, \$211.32; enlisted women, \$314.76; Naval aviation cadets and aviation officer candidates, \$276.59.

- **Partial Initial Monetary Allowance**. Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$55.03; enlisted women, \$174.64; naval aviation cadets reverting to enlisted status, \$168.13.

- **Basic Maintenance Allowance (BMA)**. Monthly allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80; enlisted women, \$5.70.

- **Standard Maintenance Allowance (SMA)**. Regular monthly allowance included in pay after three years of service. Enlisted men, \$7.20; enlisted women, \$8.70. (However, all chief, senior chief and master chief petty officers, men and women, receive \$7.20 monthly SMA).

- **Special ICMA**. This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to Navy Bandsmen, for example, and usually is paid to men upon advancement to chief petty officer. Rates vary, depending on individual conditions of entitlement, but most special ICMA's are lump sum payments of \$300.

Enlisted men promoted to warrant or commissioned status may be entitled to special uniform allowances, with the amounts varied according to individual cases.

Officers serving under permanent, Regular Navy appointments do not receive clothing allowances. Reserve officers may be entitled to uniform allowances under circumstances described in Part 3 of the *DOD Entitlements Manual*.

Subsistence Allowance—Officers are entitled to an allowance for subsistence at the rate of \$47.88 per month, regardless of rank or dependency status. All officers, on ship or ashore, married or single, draw the

subsistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called Comrats (commuted rations), is usually limited to married men who live off base with their families and are granted permission to mess away from their duty stations. However, entitlement to Comrats is not automatic; you must apply and your eligibility must be verified before the allowance will show up in your pay.

Effective 1 Jan 1968, the daily value of commuted rations is \$1.32. This rate also applies to hospital, field and leave rations.

If you draw Comrats, you may be permitted to eat in your base mess hall at a reasonable price. Effective 1 Jan 1968, charges for meals are: Breakfast \$.27; Dinner \$.60; Supper \$.45.

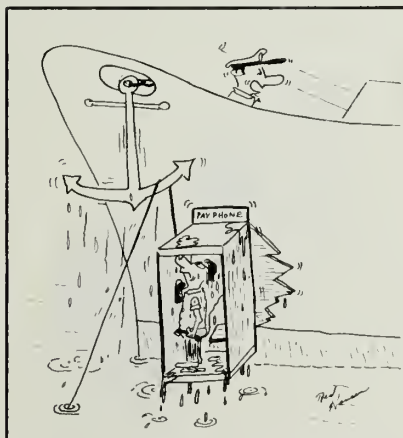
If you're assigned to certain types of shore duty, such as recruiting duty, you may be entitled to draw \$2.57 per day subsistence allowance if no government messing facility is available. However, geographic area and type of duty enter into your entitlement for a subsistence allowance, which is determined on an individual basis.

Family Separation Allowance—You draw this allowance when you're separated from your dependents for reasons of shipboard or overseas duty. If you're on permanent overseas duty (including Alaska but not Hawaii), you may receive a monthly separation allowance equal to the BAQ payable to men "without dependents" in your grade, provided the movement of your dependents to your overseas station is not authorized, government quarters are not available, and your dependents do not in fact reside with you.

If you're in grade E-4 (over four years' service) or above, have dependents, and are entitled to BAQ, you may receive a monthly allowance of \$30 if you are on shipboard duty away from your home port for a continuous period of more than 30 days, or if you are on temporary duty or temporary additional duty away from your permanent station for more than 30 days and your dependents do not accompany you.

Also, any time the movement of your dependents to your permanent

Peter A. Hansen, EN1, USN



"Hold it . . . I believe we fouled an underwater telephone cable!"

station or a place near your station is not authorized at government expense, and they do not in fact reside with you, you may receive the \$30 monthly family separation allowance.

Lump Sum Leave Payment—Upon discharge, transfer to the Fleet Reserve or retirement, you may cash in on your unused accumulated leave, up to a maximum of 60 days, for a lump sum payment based on the following:

Officers. Basic pay and basic allowances for quarters and subsistence applicable on date of separation.

Enlisted. Basic pay on date of separation, plus an allowance of 70 cents per day for subsistence and, if in grade E-5 or above and have dependents, an allowance for quarters computed at the rate of \$1.25 per day.

Basic Allowance for Quarters (BAQ)—If you're a family man and do not reside in government quarters, a monthly BAQ provides rent money for you and your dependents.

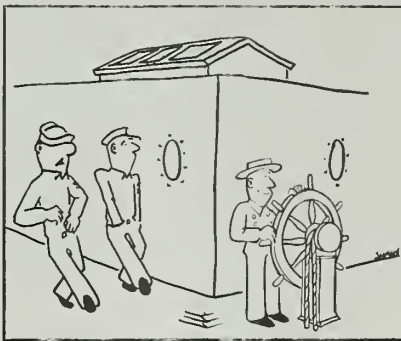
Officer BAQ. Officers without dependents normally receive a BAQ only when government quarters are not available. This means that officers without dependents who are assigned to shipboard duty, and to stations that have bachelor officer quarters, do not receive a quarters allowance.

Officers in grade O-3 (LT) and below who have dependents are entitled to BAQ whether they are serving ashore, at sea or overseas, unless "rent free" government quarters are provided. Those in grade O-4 (LCDR) and above without dependents may elect to receive BAQ rather than occupy available government housing unless assigned duties which require on-base residency.

Enlisted BAQ. The BAQ for enlisted men without dependents ranges from \$55.20 to \$85.20 per month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as when on recruiting duty or other independent type duty.

With dependents, you are entitled to a monthly BAQ regardless of your pay grade. You are entitled to this allowance whether serving ashore, at sea or overseas. However, if you occupy government quarters, you may be required to forfeit all or

Michael L. Shone, FTG1, USN



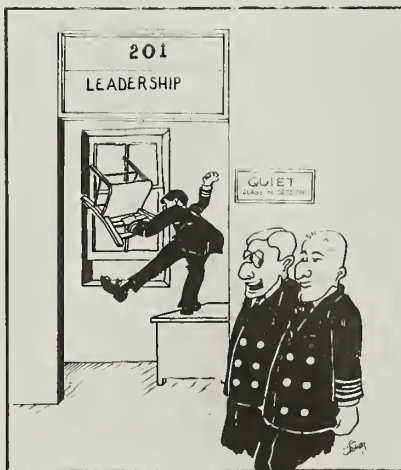
"... so I told the Chief, it's new construction or else. . . ."

part of your BAQ, depending on the type or location of the quarters.

Amounts of BAQ vary with pay grades (see chart). If you're an E-4 (less than four years' service) or below, the number of dependents you have also affects your BAQ rate.

Dislocation Allowance—You may be entitled to receive a dislocation allowance equal to one month's BAQ each time you relocate your household effects under permanent change of station orders. You must be in pay grade E-4 (more than four years' service) or above, and must actually relocate your household for purposes of establishing a new residence. The allowance is not automatic. You may apply for it only after you relocate your household incident to permanent change of station—and not before the effective date of your PCS orders. Chapter

LTJG Larry D. Sneegas, USNR



"I understand Fenley has shown such outstanding leadership qualities that he could tone a cove full of lions."

IX of *Joint Travel Regulations* specifies conditions which govern payment.

Station Allowances—When assigned to duty overseas, you may become eligible for one or more of four different station allowances, depending on a variety of factors such as location, your grade, the nature of your orders, whether your dependents accompany you, and the overseas housing and cost of living situation.

In general, station allowances are paid to those on duty outside the U. S. to defray the differences between the average costs at a specific overseas station and the average stateside costs—when the overseas costs are greater.

Joint Travel Regulations contains specific instructions on conditions under which station allowances may be paid. Application for such an allowance is usually required, and in view of varying conditions and rates, you should check with your disbursing officer when reporting to overseas duty to find out about the station allowances, if any, for your area. The allowances are reviewed each year and may be subject to change at any time. Generally, however, station allowances most commonly involve:

- **Housing and Cost of Living Allowances (HA and COLA).** These help to defray the average excess costs you face while on permanent duty overseas. The excess costs are figured by comparing the average costs of living and housing in each overseas area with the average costs of living and housing in the United States. HA and COLA are payable at area per diem rates listed in *Joint Travel Regulations*.

- **Interim Housing Allowance (IHA).** This type of station allowance may be paid when you are required to procure non-government, family-type housing before your dependents arrive overseas. An IHA in an amount determined by location may be paid for 60 days or until your dependents arrive at your overseas station, whichever is earlier.

- **Temporary Lodging Allowance (TLA).** The TLA is designed to reimburse you for extra expenses you incur while "eating out" and living in hotel-type accommodations while awaiting permanent housing after

reporting overseas, or for briefer periods before departure from overseas on permanent change of station. Although there are provisions for extensions of TLA, the allowance generally is paid for periods not to exceed 60 days upon reporting to an overseas station, and not to exceed 10 days upon departure. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a percentage factor based on the number of dependents accompanying you.

Travel Allowance—There are any number of travel situations you might face while on active duty for which the Navy will pay the expenses or will reimburse you with appropriate travel allowances.

Generally, any time you must travel under orders the Navy pays for your transportation. If you have dependents and are in pay grade E-4 (over four years' service) or above, your family may travel at government expense when you receive permanent change of station orders.

One popular method of travel between duty stations is when you drive your own car, pay your own expenses, and then ask for reimbursement. Under this system, you get six cents a mile for your own travel, plus six cents a mile for each dependent age 12 or over (not to exceed two such dependents), and three cents per mile for each dependent over five and under 12. The total reimbursement for dependents' travel is not to exceed 18 cents per mile. You collect your dependents' allowance after they have completed the travel (you may usually draw your share of the allowance—six cents per mile—in advance).

You should check with your personnel and disbursing offices each time you receive transfer or travel orders and ask about mode of transportation, authorized allowances, and dependent travel status. Depending on the nature of your orders and whether your travel will be from one shore station to another, shore station to a ship, ship to shore, shore or ship to restricted station, or restricted station to ship or shore, there may be a variety of options regarding dependents' travel that you should discuss with your family well in advance.

VRB Changes May Mean More Money for You

With 1 July and the dawn of a new fiscal year, Navy men's fancies turn to thoughts of variable reenlistment bonuses and proficiency pay.

As of 1 July there was a major realignment of ratings eligible for the variable reenlistment bonus.

For example, 14 ratings were moved up to multiple four, eight ratings moved up to multiple three and the IM and DK ratings were added to multiple two. The AC rating was the sole addition to multiple one.

Here is the way things now look with regard to changes in the list of ratings eligible to receive the VRB. Except for these changes, the provisions of BuPers Inst 1133.18A of 19 May 1966 remain in effect.

Multiple Four

Quartermaster (QM)
Radioman (RM)
Sonar Technician (ST)
Engineer (EN)
Aviation Fire Control Technician (AQ)
Aviation Electronics Technician (AT)
Aviation Antisubmarine Warfare Technician (AX)
Data Systems Technician (DS)
Interior Communications Electrician (IC)
Shipfitter (SF)
Photographic Intelligence (PT)
Damage Controlman (DC)
Radarman (RD)
Machinist's Mate (MM)
Fire Control Technician (FT)
Electronics Technician (ET)
Electrician's Mate (EM)
Boilerman (BT)
Data Processing Technician (DP)
Communications Technician (CT)

Multiple Three

Signalman (SM)
Gunner's Mate (Technician) (GMT)
Torpedoman's Mate (TM)
Aviation Electrician's Mate (AE)
Gunner's Mate (Guns) (GMG)
Machinery Repairman (MR)
Aviation Ordnanceman (AO)
Opticalman (OM)

Multiple Two

Missile Technician (MT)
Disbursing Clerk (DK)
Engineering Aid (EA)
Steelworker (SW)
Utilitiesman (UT)

Hospital Corpsman (HM) for the following NECs only:

NEC Skill
8404 Medical Field Service Technician
8405 Advanced General Service Technician
8406 Aviation Medicine Technician
8409 Aviation Physiology Technician
8413 Tissue Culture Technician
8417 Clinical Laboratory Technician
8432 Preventive Medicine Technician
8483 Operating Room Technician
8484 Eye, Ear, Nose and Throat Technician
8488 Orthopedic Appliance Technician
8489 Orthopedic Cost Room Technician
8492 Special Operations Technician
8493 Medical Deep Sea Diving Technician
8498 Medical Repair Technician

Instrumentman (IM)

Builder (BU)

Equipment Operator (EO)

Construction Electrician (CE)

Construction Mechanic (CM)

Multiple One

Aviation Structural Mechanic (AM)
Patternmaker (PM)
Aerographer's Mate (AG)
Air Controlman (AC)
Storekeeper (SK)
Commissaryman (CS)

Information concerning the Navy Variable Reenlistment Program can be found in BuPers Instruction 1133.18A of 19 May 1966.

There were also some additions to the list of Navy ratings/NECs eligible for proficiency pay which are listed in BuPers Instruction 1430.12C. The ratings/NECs which have been added are for level P-2 at \$75. Those added are:

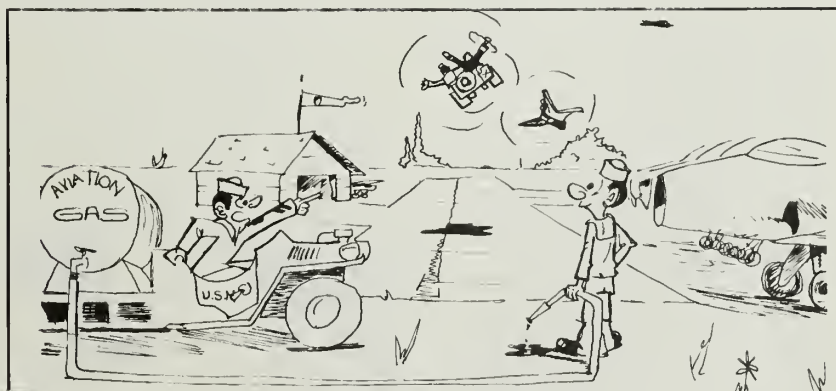
Aviation Antisubmarine Warfare Operator (AW)

NEC	SKILL	ELIGIBLE RATINGS
0335	Electronic Warfare Systems Specialist	RD
8394	Drone Antisubmarine Helicopter (Dash) Technician	EN, ET, AD, AT

Information concerning the Enlisted Proficiency Pay Program is in BuPers Instruction 1430.12G.

Variable reenlistment bonus and pro pay for the ratings and NECs listed in this change are effective as of 1 Jul 1968.

Juonito B. Tusciano, SH1, USN



"Did you put the wrong gas in the Old Man's jeep?"

Duty Assignment Options for Vietnam Vets

ENLISTED PERSONNEL completing tours in Vietnam will get every possible consideration when they are ready for transfer.

Assignments to specific home ports, type ships and units, or specific areas within the U. S. or overseas may be requested; however, such assignments will be subject to current manning levels, and are not guaranteed.

Within these limitations every effort will be made by BuPers and the cognizant EPDOs to assign personnel to their specific preferences.

The latest reassignment regulations, promulgated in BuPers Notice 1306 of 26 Apr 1968, apply to all enlisted personnel completing tours of 12 or more consecutive months, exclusive of special leave and travel, who are:

- Assigned for duty to a shore-based activity in Vietnam.
- Assigned with the combat forces of the Fleet Marine Force Pacific and serving the full rotational tour including deployment to Vietnam.
- Assigned to non-rotated ships or units which are continuously deployed to Southeast Asia in support of operations in Vietnam.

This notice does not apply to hospital corpsmen or to Seabees. Both these groups of Navymen are assigned according to special procedures described in separate directives.

If you are completing a tour in Vietnam and you meet the above criteria, you may elect one of several duty assignment options. First of all, if you are Seavey-eligible, you will be guaranteed shore duty in accordance with Seavey procedures. You must have or acquire the obligated service requirement set forth in the Seavey segment from which you are being assigned at the time of submission of your Rotation Data Card. Your card must be received in BuPers six (6) months before tour completion date.

Whether you are Seavey-eligible or not, you can choose one of the following assignment options:

- **Option I**—Assignment to sea duty in the Fleet of your choice. If you choose the Atlantic Fleet, you must have a minimum of 16 months' obligated service when transferred. If you don't have enough obligated

service, you must acquire it when you select this option.

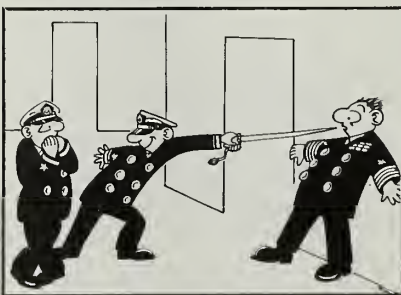
- **Option II**—Priority consideration for assignment overseas. This includes Fleet units homeported overseas.

- **Option III**—Priority consideration for assignment to Class "B" and "C" schools for rated personnel, and assignment to Class "A" schools for nonrated personnel. You must be fully qualified for the school you request and be recommended by your commanding officer. If there is a requirement for a certain amount of obligated service, you must acquire it when you choose this option.

- **Option IV**—Priority consideration for assignment to Instructor duty for qualified petty officers second class and above who are Seavey-eligible. You must be eligible in accordance with the *Transfer Manual*. A 10-point waiver of GCT requirement will be considered on an individual basis. Instructor billets are available at "A," "B," "C," Fleet and Functional schools, recruit training commands, and naval reserve training centers. Tour lengths are normally three years.

- **Option V**—Priority consideration for assignment to Recruiting duty for highly motivated and recommended petty officers who are Seavey-eligible. Personnel from the following rates are primarily required: BM1, SM1, MM1, GMG1, ENC, EN1, BT1, BR1, SF1, and CS1. Recruiter billets are available throughout the U. S., but most vacancies exist in the Third, Fourth and Ninth Naval Districts. Normally, immediate assignment to those areas can be expected for those selected. Recruiting tours are three years.

Joel Byron Little, AC2, USN



"And then there is a thrust called the pierce."

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Glass Sphinx (WS) (C): Mystery Drama; Anita Ekberg, Robert Taylor.

Caprice (WS) (C): Melodrama; Doris Day, Richard Harris.

The Wicked Dreams of Paula Schultz (C): Comedy; Elke Sommer, Bob Crane.

Who's Minding the Mint? (C): Comedy; Dorothy Provine, Jim Hutton.

Nobody's Perfect (WS) (C): Comedy; Doug McClure, Nancy Kwan.

Navajo Joe (WS) (C): Western; Burt Reynolds, Aldo Sambrell.

Enter Laughing (C): Comedy; Jose Ferrer, Shelley Winters.

The Tiger Makes Out (C): Comedy; Eli Wallach, Anne Jackson.

Tarzan and the Jungle Boy (WS) (C): Adventure; Mike Henry, Rafer Johnson.

The Desperate Ones (C): Drama; Maximilian Schell, Raf Vallone.

Doctor Zhivago (WS) (C): Drama; Omar Sharif, Julie Christie.

Blow-Up (C): Mystery Drama; Vanessa Redgrave, David Hemmings.

Will Penny (C): Western; Charlton Heston, Joan Hackett.

More Than A Miracle (C): Comedy; Sophia Loren, Omar Sharif.

A Time for Killing (WS) (C): Action Drama; Glenn Ford, Inger Stevens.

Jack of Diamonds (C): Melodrama; George Hamilton, Marie Laforet.

Tarzan and the Great River (WS) (C): Melodrama; Mike Henry, Jan Murray.

House of a Thousand Dolls (WS) (C): Drama; Vincent Price, Martha Hyer.

Daring Game (C): Adventure Drama; Lloyd Bridges, Joan Blackman.

A Few Dollars for Gypsy (C): Western; Anthony Steffen, Gloria Osuna.

New Officer Designators More Closely Identify Several New Categories

New designator codes have been assigned to Student Naval Flight Officers, Student Naval Aviators, Ordnance Engineering Duty Officers, Judge Advocate General's Corps Officers, Limited Duty Officer (data processing) and Data Processing Technicians.

Designator codes 137X and 139X have been assigned to identify students in aviation training with the aviation community as a whole.

The first appointments of student Naval Aviators and student Naval Flight Officers to the 137X/139X designator codes were made from among officers with dates of rank of 1 Jun 1968 or later with orders to aviation training.

Beginning 1 Jun 1968, all officers ordered to aviation training are being notified by their orders of the pending designator change to the appropriate 137X/139X code. The change will be effective upon detachment to report to flight training.

The designators of students in aviation training on 1 Jun 1968 were changed to the appropriate designator code on that date.

Other officers ordered to flight training will also have their designators changed either to the 137X or the 139X code upon reporting to flight training.

Ordnance Engineering Duty Officers are being placed in a separate community through the establishment of the 170X designator. Officers formerly designated Aeronautical Engineering Duty Officers 151X who wished to be sponsored by Commander, Naval Ordnance Systems Command, are listed in enclosure two to BuPers Notice 1212 of 17 Apr 1968 and are being administratively redesignated Ordnance Engineering Duty Officers (170X).

Other officers who have been selected for ordnance engineering duty but who were not designated 151X on 1 June will have their designators changed to 170X on an individual basis.

Since 1 June, the officer data subsystem of the Navy Manpower Information System has incorporated designator codes 137X, 139X, 170X, 250X, 623X and 783X.

Detailed information concerning these new officer designator codes can be found in BuPers Notice 1212 of 17 Apr 1968. Enclosures to this notice list the names of officers designated as Ordnance Engineering Duty Officers (170X) and a list of selected Ordnance Engineering Duty Officers.

Other enclosures give sample designator change formats for various designators, including law specialists (162X) who were redesignated judge advocates (250X) in December 1967.

Foreign Car Bargain May Be No Bargain After It Meets New Safety Laws

The foreign-made car you buy overseas and ship to the United States may be required to meet new safety standards before you will be permitted to drive it in this country. And, after it arrives in the U. S., the government may levy a seven per cent tax on the car—payable by you.

These developments with regard to foreign auto safety requirements and possible tax levies make it clear the "bargain" car you buy overseas and ship to the U. S. might cost you more than you had planned.

To review: Some provisions of the National Traffic and Motor Vehicle Safety Act insist that all cars manufactured on or after 1 Jan 1968 meet strict new safety standards before they are driven in the United States. The law applies to all new cars, whether built in the U. S. or manufactured overseas and imported into the U. S. The law establishes stand-

ards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

This means that the new car you buy overseas must meet the safety standards before it will be permitted entry into the United States. Your foreign-built car must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

If the car was manufactured before 1 Jan 1968, you or your agent must make a declaration to this effect before delivery in the U. S. is completed. If the car was manufactured on or after 1 January not in conformity with the safety standards, but later was altered to conform, certification of the modification must be made by the manufacturer or contractor.

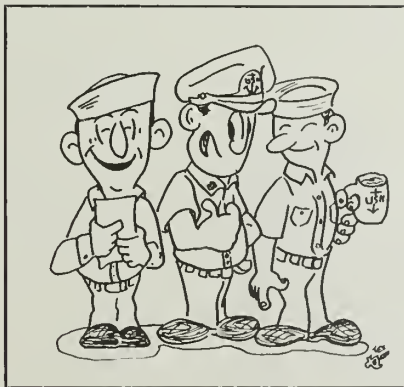
Also, if the car was manufactured on or after 1 January not in conformity with the safety standards, and had not been altered to conform, you must promise to have it modified within 90 days. You may be required to post a bond to make sure you have any needed work accomplished.

The seven per cent Federal excise tax on your foreign auto—whether new or used—may be levied by the U. S. Government after the car arrives in this country, according to a recent Internal Revenue Service ruling. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 720) on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

Under this ruling, which applies *only* in the case of cars imported on or after 15 Jan 1968, the tax would be levied in each of the following situations:

- Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

George L. Bettles, GMG3, USN



"Jones just received a double centurion award. He got his 200th requisition accepted by the Supply Division."

• You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a foreign-made car and have it shipped to the U. S. for your personal use, along with your other personal and household goods.

• You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the new (or used) car into the United States

after delivery from the foreign dealer.

There is one other set of circumstances under which you might buy a foreign car for shipment to the U. S. and *not* be required to pay the Federal excise tax. In effect, this would be when you are assigned overseas on a permanent change of station, purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped

to the U. S. along with your other personal and household goods.

In this instance, you bought the car at the beginning of your tour of duty overseas. Your importation of the car into the U. S. would be "incidental" to your personal use of the car at your overseas station. You would therefore be exempt from tax.

The word on these requirements is contained in JAG Notice 5840, 13 Feb 1968.

A Chance to Serve Your Country Where Most Needed

ENLISTED NAVYMAN in pay grades E-2 and above are encouraged to volunteer for general, in-country duty in Vietnam or duty on non-rotated ships in contiguous waters of Vietnam to provide reliefs on a continuing basis for those personnel serving in this type of duty.

Those in pay grades E-2 and above (including designated strikers) are particularly wanted in the following ratings: BM, QM, SM, RD, GCMG, ET, RM, YN, PC, PN, SK, DK, SH, CYN, DP, CS, MM, EM, EN, DC, SF, EA, CE, EO, CM, BU, UT, SW, DT and HM.

Navymen who are not in these ratings, however, are not excluded if they want to volunteer for Vietnam duty. Qualified men from all ratings are placed on a master list and given consideration according to military requirements.

Navymen in pay grades E-6 and E-7 are wanted for duty in Vietnam as PBR boat captains. Those in pay grade E-7 may be assigned as PBR Patrol Watch Officers or Staff Seamanship Advisors.

The ratings particularly desired for duty with the PBR Forces are: BM, QM, SM, TM, GCMG, MN, ABH, ABE and ABF.

Although men in these ratings are preferred, other E-6's and E-7's should not hesitate to request Vietnam service because men from all ratings who are recommended by their commanding officers will be considered.

Aside from the fact that Vietnam assignments are important, challenging and rewarding, there are also a number of other advantages.

Navymen serving in nonrotated ships in waters contiguous to Vietnam and those who actually serve in the country itself are eligible, in whole or in part, for hostile fire pay

and total exemption from federal income taxation on wages earned in Vietnam.

All are eligible to receive 10 per cent interest on money deposited under the provisions of SecNav Inst 7220.55 series. Their mail is free and they have increased customs privileges.

They are also awarded the Vietnam Service Medal and the Republic of Vietnam Campaign Medal with devices.

Dependents and household goods of personnel ordered to Vietnam may be transported to any location in the continental United States and, with the approval of the Chief of Naval Personnel (Pers-B3), to Puerto Rico, Alaska, Hawaii, or any territory or possession of the United States.

All Navymen in Vietnam who have served for a continuous period of 120 days are authorized to accumulate up to 90 days of leave and those who extend their year's tour for an additional six months are eligible for a 30-day special leave (not chargeable to regular leave) at any location in the world to which military men can travel. Round-trip transportation on this leave is included.

Navymen who are assigned to activities in Vietnam as designated by ComNavForV are also eligible for field advancement.

General qualifications for Vietnam duty specify that volunteers must be males at least 18 years old who have 16 months of obligated service before they are transferred and be in pay grade E-2 or above.

They must have at least six months of naval service and meet the physical qualifications outlined in the *Manual of the Medical Department*.

In addition, their commanding officer must recommend them on the

basis of motivation, character, performance, resourcefulness, responsibility, versatility and technical skill.

Those in pay grades E-6 and E-7 who volunteer for duty as PBR boat captains or Patrol Watch Officers must not only meet the above qualifications but also have at least six years of naval service. Only the most highly qualified E-6's and E-7's are selected for PBR duty.

They must also be highly motivated and mature petty officers with proven leadership qualities and considerable moral courage.

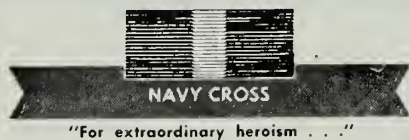
In addition, they must have well-developed, quick and sound judgment in order to meet demanding and dangerous situations such as hostile fire and replenishment or rescue at sea during heavy weather as well as a host of other possibilities.

Qualified Navymen may submit their requests for Vietnam duty to the Chief of Naval Personnel (Pers-B211RVN) via their commanding officer. When making their request, they should cite BuPers Notice 1306 of 8 May 1968 and make their request conform to the format shown in the enclosure to the notice.

Navymen can request a specific type of duty in Vietnam. However, they will be considered as volunteering for general assignment whenever the specific type of duty requested is incompatible with military requirements.

Normally, at least two years of service on board the applicant's current command will be considered desirable. Commanding officers, however, have the authority to recommend earlier transfer and waivers will be considered by the Chief of Naval Personnel when the needs of the service dictate.

HEROES and LEADERS



Commander Bryan W. Compton, USN. "As the strike leader of a major air attack against the Hanoi Thermal Power Plant," CDR Compton led his group through an extremely intense array of enemy defenses, including heavy antiaircraft fire and surface-to-air missiles. Despite this opposition the strike group caused major damage on the target.

During the attack, Navy strike aircraft received heavy battle damage. Without regard for his own safety, CDR Compton remained in the target area to aid fellow pilots by calling evasive maneuvers necessary for them to avoid missiles and antiaircraft fire. Before finally leaving the area, he managed to take the last of a group of photographs of the target scene with a handheld camera. These photographs provided valuable damage assessments of the power plant.



"For heroism or extraordinary achievement in aerial flight . . ."

Lieutenant Daniel H. Moran, Jr., USN, awarded posthumously. As a pilot on 15 Jan 1967 in an attack squadron during a strike on the enemy railyard.

He expertly executed a dive-bombing run which resulted in heavy damage to the target. Upon his return to his home carrier he volunteered for a restrike at the same target later that day. Although hampered by low visibility and heavy enemy defenses, he carried out a devastating attack which resulted in additional destruction of enemy supplies.

Lieutenant William E. Newman, USN. Awarded for his participation in a four-plane coordinated strike against an enemy target protected by surface-to-air missile installations and located near enemy airfields.

He assisted in the selection of approach route, determination of final delivery tactics and the navigation planning. At the target, under a low ceiling, the strike group pressed home a low-angle, low-level bombing attack, encountering intense enemy opposition. LT Newman coordinated his attack with the flight leader and accurately delivered his bombs into the target, destroying one building and seriously damaging two others.

Lieutenant (jg) Richard W. Nielsen, USNR. Awarded for action on 21 Apr 1967 while serving as a wingman in the second bombing element of a coordinated strike group.

During an attack on the heavily defended Qui Vinh highway bridge south of Thanh Hoa, he dived his aircraft into antiaircraft fire, scoring direct hits with his bombs and destroying one span of the bridge.

Lieutenant Edwin O. Rhodes, USN. "For heroism and extraordinary achievement in aerial flight" on 15 Dec 1965 while serving with an attack squadron.

When prevented from attacking the primary target by ground control difficulties, and observing that the secondary target had been destroyed, he began to search for targets of opportunity. He led his flight, successfully damaging a camouflaged ferry, dropping the center span of a railroad-highway bridge and cratering the approach to a smaller highway bridge. He returned to his ship only after receiving heavy damage to his aircraft by enemy ground fire as he descended to identify what appeared to be a transport barge.

Lieutenant Edward P. Szeyller, USN, awarded posthumously. Awarded for action on 5 Feb 1967 while serving with a fighter squadron.

Flying as radar intercept officer in the lead aircraft of a 28-plane strike group, he participated in a successful strike against the heavily defended railroad yards at Thanh Hoa, North Vietnam. He provided his pilot with exact information on radar returns and assisted him in leading the group to a precise coast-in point at the target. At the same time, he maintained aerial surveillance to insure that no *Mig* aircraft would surprise the bomb-laden planes. He provided vital bomb delivery information at the target resulting in the successful completion of the mission.

Lieutenant Commander Walter S. Wood, USN, awarded posthumously. "For heroism and extraordinary achievement in aerial flight as a pilot of a jet fighter aircraft" on 1 May 1966.

As section leader of four aircraft attacking the Yen Dung storage site, he maneuvered his section to the best attack heading and pressed home the attack in the face of intense enemy fire. The attack resulted in the destruction of three large warehouses, severe damage to seven others and large secondary fires. "LCDR Wood's precise weapons delivery and exceptional courage throughout this attack were in keeping with the highest traditions of the United States Naval Service."

PROUD FATHER—James House admires Silver Star earned by his son, Hospitalman Mike House, in Vietnam.



LETTERS TO THE EDITOR

On the Subject of Pay

SIR: Since the military is paid on a 30-day-per-month basis, why should the 31st day of the month (for which we are not paid) be counted as leave when it falls within a leave period?

During a 20-year period, there's an accumulation of 105 31st of the month days which amounts to three months and 15 days for which a career man is not paid. Still, every time he takes leave during a period involving the 31st day of a month, he is charged for it.

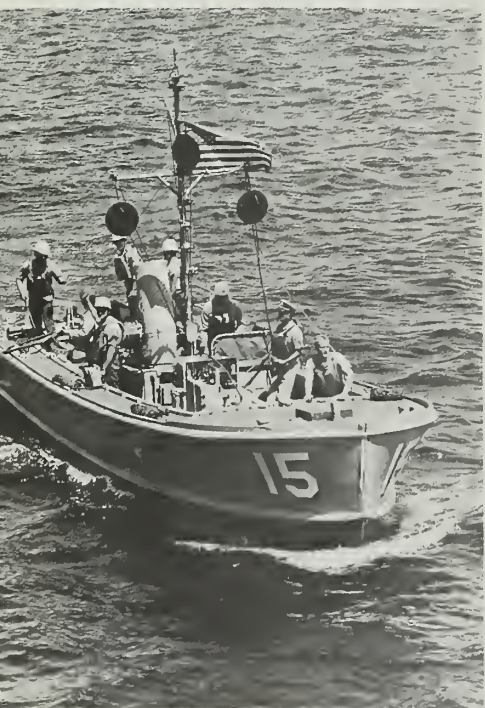
So I ask, has anyone ever considered paying the military on a day-for-day basis or considered dropping the 31st day of the month from the calendar when a member is on leave?—W. R. O., PN2, USN.

• Yes, innumerable times, we're sure. But, military pay rates were established on a 30-day monthly basis by law, primarily for convenience in computing pay.

This means that while you are not paid for the 31st day of a month, you are paid for a full 30 days during the month of February.

Federal law also governs the charge of leave on a day-for-day basis, including the 31st day of the month. Finan

MINESWEEPING launch steams to another sweeping job during SEATO exercise in Philippine waters.



This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

cially, an enlisted member is entitled to payment of a leave ration if he is on authorized leave on the 31st day of a month, but as far as receiving any salary for that day, that is a matter which will require further legislation.

While on the subject of legislation, it is pertinent to point out that the Navyman has received, by Congressional design and Presidential signature, four basic pay raises since 1963. And now a fifth raise is scheduled for his July pay check.

Furthermore, many Navyman's take-home pay has been boosted since 1963 by legislation that has either created or increased certain allowances and special pays.

These include: hostile fire pay; family separation allowance; hazardous duty pay; retirement increase; flight deck hazardous duty pay; beneficial suggestion awards; \$10,000 government life insurance; variable reenlistment bonus; physicians' and dentists' pay; Cold War GI Bill; Uniformed Services Health Benefits Program; and BAQ.

The list, dollar for dollar, benefit for benefit, could go on almost indefinitely since it is one of the primary objectives of the Navy, the Department of Defense and Congress, to raise military pay to meet the needs of the individual serviceman.

Judging from what has been enacted in the past five years, there's a lot to be thankful for, every day of the month.—Ed.

There Are Many Navy Engineers

SIR: Three cheers for the talented, hardworking engine and boiler room crews you discuss in "On the Ready, Gridley" (ALL HANDS, February 1968). However, I take exception to your calling members of these crews "engineers."

In the professional sense, an engineer is someone who was graduated from college with at least a bachelor's degree in engineering, or who is registered by a state to practice engineering. I think there are some 700,000 professional engineers in the United States, including about 10,000 in the Navy.

To my knowledge, there are only two types of engineers who work around ships. The professional engineer is usually better known as a civil, mechanical, electrical, industrial or some other kind of engineer. He is a graduate of a four- or five-year college curriculum of considerable difficulty. There is also the marine engineer, who often may be found in a ship's engine room. He is most likely a graduate of a maritime academy and holds a three- or four-year bachelor's degree.

With this in mind, I suggest that the Navy very properly uses the names "engineman, machinery repairman, boilerman, etc." to describe the men in ratings who work in the engine and boiler rooms. I say these men are essential in their specialties, but they are not engineers.—J. D. A., CDR, USN (Ret).

• We might be inclined to agree with you (just as we'd be inclined to be on the side of anyone who attempts to be precise in his usage of language); unfortunately, in this instance Webster is not in agreement.

You state: "In the professional sense, an engineer is . . ." You provide authority for your assertion by enclosing a bulletin of the Engineers Joint Council.

As qualified by the phrase "In the professional sense," your statement is, of course, entirely correct. But according to Webster's Third New International Dictionary, 1967 edition (unabridged), the word "engineer" appears to have a much broader meaning.

The first definition refers to an engineer as one who builds engines, which seems logical enough. Other definitions include: "Any person skilled or occupied in some branch of engineering." "The operator of an engine." "A person who runs or supervises engines or other complex technical machinery or apparatus . . . as in engines of a ship."

Your viewpoint also is included as: "A person who is trained in or follows as a calling or profession a branch of engineering (civil, military, electrical, etc.)—in some jurisdictions legally restricted in technical use to a person who has completed a specified course of study and complied with requirements concerning registration or licensing."

This is followed by: "A person engaged in any of various occupations commonly regarded as requiring little skill or special knowledge."

Webster notwithstanding, we most sincerely hope our use of the word "engineer" in connection with "On the Ready, Gridley" has not slighted the engineering profession.

The Navy is proud of all its engi-

neers, including the professionals who have degrees in engineering.

The enlisted men who perspire freely in the engine and boiler rooms, and work with their sleeves rolled up and get their hands greasy and blistered in order to keep our ships underway, are held in particularly high esteem.—Ed.

There Are Many Fighting Ladies

SIR: We on USS *Yorktown* (CVS 10) were surprised by your "Fighting Lady" caption under the picture of USS *Bunker Hill* (CV 17) on page 27 of your February issue.

There is no doubt in anyone's mind that *Bunker Hill* was indeed a glorious fighting ship. However, it has always been my understanding that the nickname "Fighting Lady" belongs to *Yorktown*. As you know, a controversy arose concerning the nickname after the 1945 release of the motion picture "Fighting Lady." The movie contained actual footage taken on *Yorktown*'s maiden voyage into the Pacific in 1943.

Even though *Yorktown* missed half of World War II, her planes inflicted considerable damage, sinking 118 enemy ships and destroying or damaging 2258 enemy aircraft.

As Public Affairs Officer of today's *Yorktown*, I can testify that the Fighting Lady's crew has retained the many proud traditions displayed by crews on all the many fighting ladies in World War II.—D. G. Potts, ENS, USNR.

• You are right, of course, in stating that *Yorktown* is the officially-nicknamed Fighting Lady. However, in using that term as a lead-in to the photo caption, we were not designating *Bunker Hill* THE Fighting Lady.

Rather, we were, in effect, saying here is one of the many valiant fighting ladies of World War II. A fighting lady.

Not to be reverse nitpickers or anything, but judging from the last few words of your letter, you agree that there are many fighting ladies.—Ed.

Beep, Beep!

SIR: In your February Taffrail Talk you imply there might be conjecture as to which of two ships is the real "Roadrunner." You ask the real Roadrunner to step forward.

We of USS *William R. Rush* (DD 714) are hereby stepping forward—no, streaking forward—to claim our rightful nickname. (beep beep).

We are more than adequately armed to refute the challenge of USS *Nicholas* (DD 449), or any other ship. In our possession is a copyright license granted by the movie company concerned, officially and legally allowing *William R. Rush* (beep beep) to "... reproduce and use ... the ... cartoon character ... as part of an organizational symbol or emblem for use on decals, stationery,



THE FIGHTING LADY—USS *Yorktown* (CVS 10) lays claim to nickname *Fighting Lady*. She is shown here in current portrait and as she looked in 1943.



greetings and invitations, flag, for decorative purposes, and for other similar purposes. . . ." The license gives these rights to *William R. Rush* only.

The various uses to which *Rush* has put the ubiquitous bird include *Asroc* launcher decoration, ship's stationery, and the pennant which is broken from the yardarm after each underway replenishment.

We also have a ship's band known as the "Roadrunners," whose bass drum is decorated with appropriate pictures. A secret concoction from the galley known as a Roadrunner Sandwich is served frequently and always receives accolades from visiting guests. And, of

course, there is the "beep beep" sound heard during alongside evolutions and throughout the ship, which has become a standard trademark throughout the Second and Sixth Fleets.

William R. Rush (beep beep) is proud of its reputation as the official Atlantic Fleet Roadrunner.—B. B. Carlinghouse, CDR, USN.

• We tried to rush forward to congratulate you, but couldn't quite catch up. Seems the duty coyote is on leave. Presumably, you use hydroplanes for those underway replenishments you spoke of. We will not even attempt to guess what your initials stand for, sir.—Ed.

Flight Officer Insignia

SIR: I understand that the Navy is considering new insignia for flight officers. If so, what designs are being considered? Will the present Naval Aviation Observer wings still be used?—J. T. O., LCDR, USN.

• A proposal to adopt Naval Flight Officer insignia is on the Navy Uniform Board's agenda. When the board meets, it will select a design from among entries submitted in a Navy/Marine Corps-wide competition.

The board's selection will then be subject to the approval of the Chief of Naval Operations.

After a Naval Flight Officer insignia has been selected and approved, reference to the Naval Aviation Observer wings which now appear in Navy Uniform Regulations will be deleted and the wings will no longer be authorized.

As you probably know, the official title of Naval Aviation Observer was changed in 1964 to Naval Flight Officer and the designators were changed from 135X to 132X.

Since those eligible to wear the Naval Flight Officer insignia (when adopted) will be the same as those qualified to wear the Naval Aviation Observer insignia, the latter will be unnecessary.—Ed.

APL Counterclaims

SIR: According to an article entitled "Home Away from Home" which appeared in the February ALL HANDS, APL 26 was the first ship of its type to arrive in Vietnam.

Not so! I—and many other old Southeast Asia hands—know that APL 55 was the first.

FOR COMBAT—Seaman Clarence E. Bell is presented the Bronze Star with combat device for duty with a river assault squadron in Vietnam. He received the award during a ceremony aboard USS Northampton.



USS Gallup (PG 85)

She arrived in 1966 and was assigned to support duties at Cam Ranh Bay, Da Nang. Later she was fitted for duty with the Mobile Riverine Force in the Mekong Delta.

I would also like to point out that, tough as they are, living conditions aboard APL 26 are probably far better than on the first APL brought to Vietnam.—D. C. L., YN1, USN.

• ALL HANDS did repeat the claim of APL 26 that it was the first auxiliary personnel lighter to arrive in Vietnam, but please note that the statement was the opinion of the men who lived there. So far as ALL HANDS is concerned, nobody is first until his claim can stand up under the scrutiny of the Fleet.

Despite our skepticism concerning firsts and other superlatives, we are still willing to pass on the high opinion of others when the claim they advance could conceivably be valid. Such opinions, however, are labeled as such and not passed to our readers as the official word.

Concerning your statement with regard to the relative comforts to be found in APL 26 and other vessels of its type, we might as well face facts.

We agree with you that no APL is going to win blue ribbons from the hotel industry for luxury accommodations.—Ed.

Still More on 18-inch Guns

SIR: Your article on the 18-inch guns in the Letters to the Editor section of the February issue appeared to be quite comprehensive, but I think you may have overlooked one small (relatively small, that is) point.

You stated that, to your knowledge, no Japanese 18-inch gun had been preserved. While a midshipman I visited

the Japanese Naval Academy across the bay from Kurie, Japan. I believe I saw an 18-inch turret mounted on the waterfront. How about it?—K. A. T., LT, USN.

• You are right in part. Additional investigation by the Curator for the Department of the Navy has indicated that there is one 18.1-inch gun barrel from Yamato at the Kure Recruiting Center at Etajima. It was presented in 1960 by Mr. Kozu, President of a local chemical manufacturing company.

This brings up a point we believe to

TWO AWARDS—LCDR George G. Rowell receives second DFC and also Bronze Star Medal in ceremony at Naval Air Station, Twin Cities.



be well worth mentioning. As a little-known and little appreciated fringe benefit, the Navy has at its disposal a most remarkable research service in its Division of Naval History.

For example, when we received your letter, we promptly forwarded it to the Curator for comment and information. He, in turn, consulted various sources at his ready disposal only to learn that nothing was published on the subject.

He thereupon contacted the Japanese naval attache who very kindly offered to send a message to the Headquarters of the Japanese Maritime Self Defense Force inquiring as to the location of any such guns or turrets.

The answer is to be found in the first paragraph of our reply.

No matter how far out some of our queries may be, the Curator rarely fails to come up with the correct answer. —ED.

Sea Duty Commencement Date

SIR: When a man is transferred from a sea duty command to a service school for duty under instruction, which will last more than 20 weeks, and then is transferred to another sea duty command, will his sea duty commencement date be adjusted or unaffected?—R. A. C., PN3, USN.

• In this case, his sea duty commencement date would be unaffected by

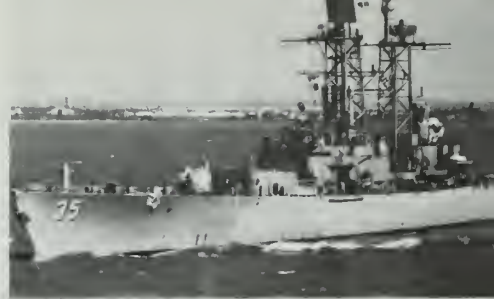
his temporary assignment to school. This is guaranteed under paragraph 3.15b of the Enlisted Transfer Manual which states: "once a man commences a sea tour, later permanent reassignment to other sea or shore activities never change the original sea duty commencement date . . .," except, of course, where certain other conditions prevail as noted in the Manual.

Keep in mind that although an individual is assigned to a school for instruction, he is not on a tour of shore duty, and his sea duty commencement date neither changes nor is terminated when he is made available for further assignment. When he reports to his new sea command, he retains his original SDCD. —ED.

The Old New Jersey

SIR: I note that *New Jersey* (BB 62) was recently recommissioned. This information carries my memories back over a half-century to another *New Jersey* (BB 16), when it was my pleasure to serve in the old battlewagon.

It was in the spring of 1911 *USS Rhode Island* (BB 17), fresh from completing target practice off the Virginia Capes, was easing her bulk through a light fog in the outer Boston Harbor. Destination: Boston Navy Yard, where *Rhode Island* was to undergo a three-



USS Truxtun (DLGN 35)

month overhaul. The crew was looking forward to good times ashore around old Scollay Square and other favorite haunts of the good old days.

And then the grapevine sprang a leak. Rumor had it that instead of three months in Boston in *Rhode Island*, we (the crew) were to be transferred to *New Jersey* which was just completing a stay in ordinary at the same yard.

The rumor proved to be true and in increments of three intermediate drafts, approximately 60 per cent of *Rhode Island's* crew were transferred to *New Jersey*, moored on the opposite side of an old wooden dock.

That transfer was the shortest distance—and the most economical—of any ship-to-ship transfer I ever made. On the day of the first draft we mustered on the quarterdeck of *Rhode Island* after evening chow with bags and ham-

GRACEFUL MOTION—Great maneuverability and speed give PBRs versatility.





OLD NEW JERSEY (BB 16) underway after alterations in 1911. Rt: Members of battlewagon's crew pose on deck.

mocks. After muster we shouldered our earthly possessions and filed down the after gangway of *Rhody*, crossed the dock and stumbled up the gangway to *Jersey*, where we mustered again and were issued our billets. The transfer was completed at the cost of not even a five-cent trolley ride to a railroad depot.

Jersey was as nearly a sister ship to *Rhode Island* as sister ships could get. Both were built at the same yard in the quagmire near Quincy, Mass., at the same time, with identical specifications. All we had to do was pick up our new billets and we were ready to go to sea in the reconditioned *Jersey*.

New Jersey joined the Atlantic Fleet in the summer of 1911, cruising off the New England coast and the southern drill grounds. In the winter, the Fleet assembled in Guantanamo Bay to maintain a longstanding schedule of intensive training which covered everything from athletic events and landing force operations to preliminary training for long-range battle practice off the Virginia Capes.

In the summer of 1912 a revolution had broken out in Cuba. The Cuban constitution provided that the U. S. lend a hand, if necessary, to protect life and property. The Third Division battleships, consisting of *uss Virginia* (BB 13), *Nebraska* (BB 14), *Georgia* (BB 15) and *New Jersey*, stood by at Key West in case they should be called.

The insurrection failed within weeks, with the president of the island republic retaining his position. The extent of *New Jersey's* participation consisted of training maneuvers on a beachhead near Key West by our landing force battalion. After this flurry of excitement, Third Division battleships returned to exercises with the Atlantic Fleet.

Came November 1912. Again the crew of *Jersey* was due for an overhaul period. Did we get it? No.

The grapevine again sputtered during the night of 8 November and the following day 400 of the crew were dispatched via special train from Boston to League Island Navy Yard at Philadelphia, where the armored cruiser *Montana* (ACR 13) awaited us with a

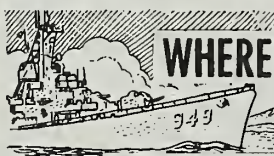
dock full of dry stores and lighters loaded with coal.

Montana, in company with *Tennessee* (ACR 10), had sailing orders to leave for the Med within 48 hours.

There was a war going on between Turkey and the Balkan states, and our Mediterranean fleet at the time consisted of one converted yacht—*Scorpion*. (See *All Hands*, pg 28, January 1959; pp 26, 27, August 1961). Obviously, our Mediterranean Fleet needed support and it fell to a portion of *New Jersey's* former crew to provide it. I was a portion of that crew.—R. R. Myers, EMC, usn (Ret).


• Thank you, sir, for bringing such a fine ship as the old *New Jersey* to the attention of our relative youngsters of today. You tell of a part of our Navy that they will never know.

For their information, we might add that BB 16 was a part of the Great White Fleet that circumnavigated the globe 1907-09; participated in World War I; and ended her career in the early '20s, when her name was stricken from the list of active duty ships.—ED.




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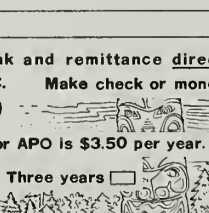

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Navy Divers Make Good Teachers

SOME 150 fifth and sixth grade students of Rena B. Wright elementary school in Chesapeake, Va., were given a demonstration of deep-sea diving gear by divers of the Atlantic Service Force salvage ship *USS Escape* (ARS 6).

During the demonstration the diving team related the history of diving and told of the hazards and how to avoid them. They showed the schoolchildren how the deep-sea diving rig, scuba and light weight shallow water gear are operated. After the

presentation the students enjoyed a closeup look at the diving gear, trying on such parts as scuba masks, deep-sea hard hats, and flippers.

In connection with the visit of the Navy diving team the schoolchildren had painted murals illustrating the ocean and perils of the deep. Following the show a party was held for the Navymen that featured a cake decorated with divers and sea life.

The diving team from *Escape* was headed by Ensign S. G. McMullin. Members included J. C. Patterson,

Jr., EM1, USN; H. Williams, III, IC3, USN; and T. R. Perales, SN.

Clockwise from Upper Left: (1) Seaman Terry R. Perales shows students how his deep-sea diving helmet works (2) Wet suit and scuba diving gear are demonstrated to fifth and sixth graders by diving team from *Escape*. (3) Electrician's Mate 1st Class shows youngster how to inflate a life jacket by puncturing its gas cartridge. (4) Young scholars listen attentively as Navy diver tells them about working underwater.



TAFFRAIL TALK

TODAY IN VIETNAM, U. S. naval actions are making tomorrow's history. The data which makes up this history is being compiled daily by the Naval History Division of the Commander in Chief, U. S. Pacific Fleet's staff at Pearl Harbor, Hawaii.

Sorting through more than 1000 messages a day, in addition to various other forms and reports from the combat zone, the division compiles statistics and data into a monthly report. This report is then distributed to nearly 300 Pacific ships and commands for reference.

The report contains information on logistics, air and surface strikes, damage, and number of planes downed.

At the end of the calendar year, the monthly reports are condensed even further into an annual report sent to more than 1000 ships and commands informing them of the action in Vietnam.

But action in Vietnam is not the sole content of the annual historical report. Also included in the publication are major naval operations and exercises of interest to all Navy commands. The report takes in all naval action in the Pacific area.

Compiling this report is long, involved work. After sorting through some 30,000 messages a month, the division condenses the information for publication. No computers are used. The statistics are compiled by adding machine and pencil.

The monthly report runs an average of 125 pages, while the annual publication is more than 200 pages in length.

The division was formed in mid-1966 with a minimum staff and now consists of five officers and three enlisted men.

The work of these eight men is of use today, but will be of even greater value in years to come. It will afford scholars and historians the chance, sometime in the future, to survey the story of Vietnam without the years of research usually required.

★ ★ ★

Our more perceptive readers will note a fresher, more down-to-earth approach in many of our feature stories during recent months. We would like to think it's because of the new type of journalists, who have found that the Navy offers them a satisfactory career in their chosen profession.

Tim Leigh is a good case in point. He's a Navy reporter, working in the field. You'll find two of his stories in the April 1968 issue. You'll also note that he's a young man who knows where he's going.

On page seven, as a seaman-journalist striker, he tells of the work done by *uss Windsor* (ARD 22) in Subic. On pages 16 and 17 he proves that he's on the way up and, this time as Journalist 3rd Class, he describes how the paramedic team at Subic came to provide instruction to search and rescue teams of the Seventh Fleet.

He provided text and photos for the *Windsor* article; then teamed up with Ken Dalecki, SN, who took the shots of the paramedic team. Look for more articles and photos from these and other contributors in the Fleet. And why not write in with the story of your ship or unit?

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclothesed equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: FIRE BEWARE**—Asbestos-suited firefighter stands at the ready with the business end of the Navy Twin-Ball Fire Fighting Unit during flight operations aboard *USS Ranger* (CVA 61).



THE STAR SPANGLED BANNER



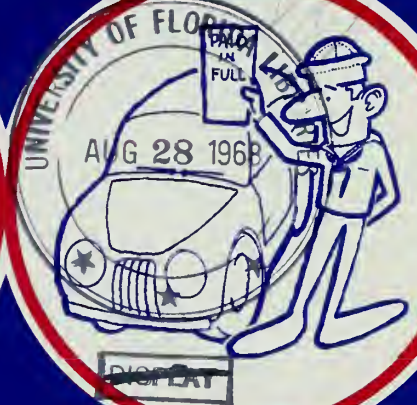
SYMBOL OF
Our Heritage
and
Responsibility

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ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MANAGING YOUR FINANCES



SPECIAL ISSUE

- FOR THE SINGLE NAVYMAN
- FOR THE FAMILY NAVYMAN

This magazine is intended
for readers. All should
be read as possible.
COPY ALONG

AUGUST, 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST 1968

Nav-Pers-O

NUMBER 619

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). **DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

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CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

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• **AT LEFT:** ON WATCH—Navyman is silhouetted against an afternoon sky as he stands a lonely fore-castle watch aboard USS Columbus (CG 12).

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



FAMILY





ALBUM





MANAGING YOUR

This issue of ALL HANDS concerns a subject near to every man's heart — his pocketbook. In other words: money and its management.

The management of financial affairs is highly personal. Each Navyman has learned in his own way how best to spend — and save — his money. No collection of articles on the subject of spending is going to provide the answer to each individual's questions, but they may supply pointers you'll consider worth exploring.

Any plan for the management of finances can be improved. Those articles which deal with money management are basically tips on how to stretch your paycheck where it will do you the most good. Much of the material is concerned with that most peculiar phenomenon called credit.

Credit is based largely on trust. The average Navyman, being trustworthy, expects to be able to receive a fair deal in his business and financial associations.

Those who provide credit or who have something to sell have been found, by and large, to be equally trustworthy.

But managing your finances also calls for a certain kind of knowledge and/or experience, plus a certain amount of study or self-education, and one very important ingredient — common sense.

The general thesis might run something like this:

Spending is a daily necessity of living — and it can develop good or indifferent habits. Credit is a commodity which is packaged for various uses by different types of people. It's like other commodities; one must pay for the use of credit.

This issue attempts to describe different methods of spending and various types of credit available. In some instances, the question is raised — are you receiving sufficient value for your money? It's a question that only you can answer. It all goes back to the wise management of your money.

To provide authoritative information on credit and money management, ALL HANDS has consulted with experts in U. S. Departments of Agriculture, Interior, Labor and Defense. Also consulted were authorities in the Navy Federal Credit Union, the Federal Trade Commission, Federal Housing Administration, Veterans Administration, the Government Printing Office, our own Bureau of Naval Personnel, and others. All cooperated most generously.

The Meaning of Credit

THE BLANDISHMENTS are many and they are usually effective. Simply use magic credit, it is suggested, and all one's desires will be fulfilled.

The world will be yours. During those wonderful moments when the salesman turns on his charm, you aren't

reminded of the day when you must start paying for the world.

However, that's the time when you realize that instant credit can be instant debt.

The use of credit is not to be discredited. It is the link which connects mass buying with mass production. Without it, personal and national economies would soon be in trouble.

Nevertheless, it has its dangers if not used with caution.

There are several kinds of credit. The most commonly used forms of financing purchases made in stores are the charge account and installment credit.

A charge account, if it doesn't get out of hand, is a great convenience. It can save wear, tear and service charges on your checking account by enabling you to write one check for a month's purchases rather than several which otherwise might be necessary.

A 30-day charge account can also be helpful in providing records for family budgets.

Stores rarely charge the individual customer for a 30-day account; the merchandise is priced to include charge account costs so everyone pays for this type of service whether or not he uses it.

Types of Credit

BY AND LARGE, charge accounts are a good thing when they are used properly. However, if you (or your esteemed spouse) resort to impulse buying with charge accounts or credit cards, you probably will find yourself in trouble the first of the next month.

FINANCES

Installment sales credit is frequently used to finance purchases of durable and relatively expensive goods such as furniture and appliances. Installment buying is considerably more involved than a 30-day charge account.

A sale involving installments usually entails a down payment and a contract which obligates you to pay a certain amount for a specified length of time. This is where it pays to be wary, for there almost invariably is a charge involved.

A close look at these charges will tell you why some stores are more interested in selling on an installment plan than they are in making cash sales.

For many merchandisers, the sale of credit provides a tremendous return in the form of "carrying charges" which are really a form of interest on a loan. The risk to the store is negligible inasmuch as the seller retains title to the merchandise until the entire bill is paid.

The service charges vary widely from one store to another. Under some circumstances, in fact, no charge is made at all. From this zero point, however, charges escalate rapidly to an almost incredible 500 per cent per annum in true interest that is charged by the merchandiser.

How Costs Are Calculated

A TYPICAL SALE in which installment credit is used might be for a living room sofa. Say that the cash

Credit-Wise Navyman Rate High

IS THE NAVYMAN a good credit risk?

During the research that went into the current issue, *ALL HANDS* Magazine came across some interesting facts that demonstrate that the Navyman's "bad risk" credit rating is approximately one-half that of the national average, as far as credit unions are concerned. Here are the facts.

Since statistics are not generally available on military personnel as a group, *ALL HANDS* turned to the Navy Federal Credit Union, 80 per cent of whose members are Navy and Marine Corps personnel (officer and enlisted) and 20 per cent are civilian employees of the Navy. The Navy Federal Credit Union is one of the largest in the world, with a membership of 106,000 persons. Its accounts demonstrated that the record of repayment by more than 80,000 naval personnel is well above the national average for all federal credit unions.

For comparison purposes, *ALL HANDS* turned to the 11,941 federal credit unions which, as of 1966, served 9,271,967 members. According to the latest available report (December 1966), showing the "loss ratio" of federal credit unions, the national average was .23 per cent, while the figure for naval personnel served by the Navy Federal Credit Union (a worldwide organization) indicated a loss ratio for the same period of only .14 per cent.

To understand the significance of these figures, you should know the meaning of the term, "loss ratio." It is a figure based on loans made by the credit union versus loans charged off as "bad debts." In effect, the loss ratio for naval personnel comes to about one-half of the national average.

More recent statistics are available for the Navy Federal Credit Union which show the loss ratio as dropping even more among its 106,000 Navy personnel and Navy civilian employee membership. That is, the "bad debt" ratio, as of 1967, for the Navy Federal Credit Union was .12 or *one-eighth of one per cent*.

Statistics on the credit records of individuals by categories are hard to come by, but this evaluation of a huge Navy-oriented credit union, as compared with all the federal credit unions in the country serving close to 10,000,000 people, points up the fact that the sailor has achieved a creditable credit rating.



payment covers most of the purchase, but an additional \$100 is needed. The store gladly extends credit on easy terms.

A 10 per cent carrying charge is frequently added to the original debt which, in this case, brings the total amount owed up to \$110.

If you pay \$110 in 12 equal installments on a monthly basis, the average amount of unpaid principal amounts to \$55. The \$10 carrying charge divided by \$55 comes to 18 per cent a year which you probably didn't realize you were paying.

The amounts charged for small purchases on the installment plan are even more surprising because many people have a tendency to shrug off what they believe to be only a dollar or two. Take a \$25 purchase paid for in installments. If you make a \$5 down payment, there is a \$20 balance to which a \$2 carrying charge is added making the total debt amount to \$22.

You contract to pay the debt in four monthly installments so your average unpaid balance would be \$11. You can figure your true rate of interest by dividing the \$2 carrying charge by 11. You will find you are paying 18 per cent.

Not bad, you say—the same thing you paid for the larger purchase of the living room sofa. Think again. Four months is only one third of a year so your true interest rate is a whopping 54 per cent per annum. The cost in these examples may not seem so great to you, but imagine what they amount to if the contract is for larger amounts and a longer period.

These charges, while they may strike you as being a bit on the steep side, could not be considered unusual. You can take them or leave them as you see fit. Later, we'll go into other methods of financing such purchases of durable goods.

Problems May Arise

BUT FIRST, it might be well to consider what happens if you carelessly get yourself into an installment situation—a situation which, we are happy to say, most Navy men avoid.

An example of how deeply a buyer can sink into the morass of credit through carelessness and, in this case, of practices which border on fraud, can be found in testimony before a subcommittee of the U.S. Senate.

The item purchased was a television set and the circumstances, briefly stated, involved a verbal agreement between purchaser and salesman which specified the price of \$599 to be paid in weekly installments of \$5 each. This was the buyer's first mistake. His payments were entirely too small to cover the relatively large purchase he had made.

When the set was delivered, he was asked to sign a receipt which was actually a contract requiring the payment for the television plus \$201 in finance charges. This amount was due in 40 payments (one every two weeks) of \$20 each. This was mistake number two. The purchaser failed to read the contract, thereby accepting terms which did not conform to the verbal agreement he had made with the salesman and which, in this case, he could not afford.

To shorten a long story, the seller threatened to attach the purchaser's salary and repossessed the merchandise. The buyer engaged legal counsel and, because of the devious circumstances under which the contract

was signed, the buyer was extricated from his predicament comparatively easily.

Others, however, are not so fortunate. Contracts are legal instruments; if you sign one you are obligated to comply with its terms unless you can prove misrepresentation or fraud. The burden of proof is on you and the chances are you won't get far if you find, after signing the contract, that you are paying finance charges which, although they may be high, are also legal.

You Have a Choice

A NAVYMAN who wishes to purchase durable merchandise for which he possesses insufficient cash has a financing choice other than that offered by the stores or finance companies.

Actually, it isn't financing in the usual sense of the word; it is simply making a cash loan with which he pays for his purchase. The reasoning behind this course of action, of course, lies in obtaining better terms than those offered by the store's credit department or the finance company.

Some cash loans can cost less than others and it is well to remember that money, like other commodities, is sold



in ways to accomplish every purpose and to accommodate every need. It behooves the borrower to shop around and find the cash loan which is best suited to his needs.

Credit unions are a good source of personal loans (see article on this subject on page 27). Navy men have access to these organizations, which are chartered under federal or state law and can charge a maximum of one per cent a month on the unpaid balance or 12 per cent per annum. Many credit unions charge less.

Credit unions lend money only to members, the vast majority of whom are excellent credit risks. This eliminates fees frequently charged to the borrower for investigation and costs incidental to delinquent accounts.

Navy credit unions are nonprofit organizations which serve personnel with a common bond of employment and association. Because of this bond, credit unions experience a low rate of delinquency. When you add these factors, they produce loans at less cost to the borrower.

A credit union is authorized to make signature loans (no collateral or cosigners) to its members in amounts which cover the cost of most appliances, furniture and other durable goods purchases.

Navy men frequently will find it less expensive to finance their purchases by means of a signature loan from a credit union than by paying the finance charges required by stores and finance companies.

Loan departments of commercial banks are also a source of personal loans. It is to your benefit to find out the interest and other charges made by these institutions as well as other sources when you plan to make a personal loan.

A Matter of Interest

BANKS ARE understandably cautious about those to whom they lend money inasmuch as the money they lend technically belongs to their depositors. In exercising due caution, banks frequently find it necessary to make charges for a credit investigation, and often life insurance on the borrower, especially a new borrower.

Loan departments at banks usually state their interest rates on the full amount to be repaid. On a \$100 loan, you might reasonably expect to pay six per cent (or more) plus charges for investigation and the cost of an insurance premium on your life, both of which are deducted in advance.

For the sake of an example, we will say you want to borrow \$100, to be paid back in 12 monthly installments. When investigation and insurance charges are deducted, you actually receive \$92 but you must pay



interest on the full \$100, since the additional expenses are incurred by you.

We find the average amount of the unpaid balance which, in this case, is \$51. The \$8 charge, divided by \$51, produces a true interest rate of 15.07 per cent per annum.

Such interest rates are not unusual; a bank's personal loan usually costs the borrower from 12 to 18 per cent.

The difference between the six per cent charge stated by the bank (and almost everyone else making small loans) and the 15.07 per cent in actual interest on outstanding principal lies in the method of computation.

The bank charges a flat six per cent on the over-all amount of the loan for the length of time the money is borrowed. As far as the bank is concerned, the entire amount of the loan is absent from its vaults until the last payment has been made.

In practice, however, you owe the bank less money each time you make a payment. If you figure interest on the principal amount actually owed after each payment, the dollar amount of interest will decrease with the principal.

When you figure interest on the amount you actually owe the bank, you will find you are paying a higher rate of interest than the six per cent as computed by the bank on the money actually in your possession.

You might find an even greater spread of true in-

terest rates if you make a small loan at an industrial bank.

As you might suspect from the term *industrial*, such banks specialize in large loans but do not turn down small borrowers. Industrial banks usually state their interest rates on a discount basis on the initial amount of the loan. After the investigation fees and other charges are deducted, you probably would discover that true interest rates on a 12-month loan range from 15 to 30 per cent per annum. It is also well to note that extra fees and charges on a small loan can be very high.

Like savings banks, industrial institutions lend money to good credit risks and insist upon good collateral, thereby holding down their losses.

True Rates of Interest

CONSUMER finance companies are still another source of small loans. These organizations operate under state laws which originally were enacted to create an agency where trustworthy people could borrow without collateral at reasonable rates. They do *not*, however, operate under state sponsorship.

Consumer loan laws in many states require the lender to state his charges in true interest on a monthly basis. Rates usually decrease as size of loan increases.

For example, three per cent might be charged on the first \$100 of the amount borrowed. Two per cent would be charged on the second \$200 and one per cent on the balance over \$300. The true rates of annual interest range from 26 to 30 per cent on an average loan.

Companies operating under small loan laws include costs incidental to lending under one all-inclusive charge. Inasmuch as this type of company usually specializes in small loans, the rate of interest must be proportionately high.

If you are surprised that small loans cost more than large loans, remember that a reduction of interest with each payment requires a considerable amount of accounting.

On a home mortgage, for example, the size of the loan warrants the added bookkeeping burden. For small sums, however, the extra work involved would probably make the cost of the loan even greater. Hence the axiom—the smaller the loan, the higher the charge.

If you are dismayed at the variation in the amount of interest or carrying charges you are asked to pay, you should remember that these charges are based upon the risk to the lender, the source of the money being loaned and the needs of the borrower.

If some lenders charge more than others for the same amount of money, loaned for the same length of time, it is not necessarily because they are out to bilk their customers, it probably is because of the circumstances governing the loan.

Most of those engaged in lending and extending credit to military personnel deal fairly and justly with their customers and adhere to the standards of disclosure which are prescribed in SecNav Inst. 1740.2.

Navyman who use credit will find it both convenient and sometimes profitable if they use it wisely and also remember that credit, like other commodities, is offered under a variety of conditions. With the application of a little patience and common sense, every Navyman can find the plan which best suits his circumstances.



What's in the Cards

IT'S ONLY a small piece of plastic which weighs less than one ounce, but a credit card represents considerable buying power and can be worth many times its weight in gold. If used wisely, it provides an excellent credit reference. Used irresponsibly, it can become a passport to serious indebtedness.

A credit card is actually an identification card which establishes your entitlement to buy on credit at specific outlets or for specific services. The company which issues you a credit card recommends you for credit wherever its service is available.

A typical credit card has your name and a series of numbers stamped into it so that the letters and numbers are raised off the surface, and are quickly transferred to a bill of sale when slid through a carbon-ink machine.

Generally, you agree to pay for all purchases made with any credit card issued to you. Each time you use the card, a copy of the sales slip is sent by the dealer or merchant to the company's district or regional billing office. You are then billed about the same time each month for all charges made against your card, or account, number. Most credit card companies use punch card invoices and computers to keep the billing accounts in order.

Since they were introduced by major oil companies some years ago, credit cards have become a widely accepted means for obtaining credit. The advantages, to both customer and company, are many.

For example, having a credit card in your wallet days before payday when you're short of cash is as good as money for whatever you can buy with it. If you're a good credit risk, the company is happy for you to have their card at such times—you can buy their product instead of paying cash to their com-

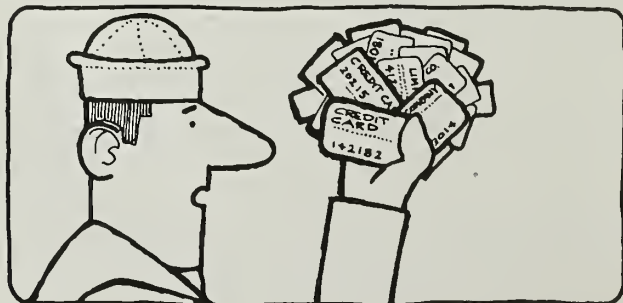
petitor. And, very common these days, many families who make purchases outside the commissary and exchange find it convenient to use credit cards and other forms of charge accounts, and then pay all the bills on payday or after the monthly allotment check is delivered.

A Wide Range

WITH A CREDIT CARD you can buy almost anything.

Local and nationwide consumer outlets ranging from small specialty stores to large department and variety store chains, plus many other commercial enterprises and retail sales outlets, either issue their own credit cards or honor others. Some "prestige" credit cards which for years have catered to the credit wishes of those in relatively high-income brackets may be used for a wide range of services and merchandise.

Major oil companies have in recent years authorized customers to use their credit cards at certain motels, restaurants, and rent-a-car agencies, and for other commercial services and merchandise. Some have introduced life and accident insurance plans, or



sales of specific items such as table silver or small appliances. (A power saw recently offered by a major oil company at \$29.95 was found to be available at a local Navy Exchange for \$24.95.) For these services and purchases you buy by mail and are billed regularly on your credit card account.

One of the latest trends in credit cards involves the commercial "centrally charged" or bank-sponsored charge card plans which have been established in many retail marketing areas. These "general purpose" credit card programs vary widely in scope. Most, however, are family-oriented, with designated members of a family able to use one card to shop at a variety of stores in the city or area.

Such plans generally offer you the option of paying your account in full in 25 days without a service charge for credit, or on a revolving basis at a cost of one or one and one-half per cent per month on the unpaid balance (which amounts to annual simple interest rates of 12 and 18 per cent, respectively).

Many credit card companies encourage you to pay only a portion of the balance you owe. The reason is obvious: you may pay \$10 monthly on a balance under \$100, for example, but over a continuing period,

for You?

the interest you pay is highly profitable to the credit company.

How You Pay

THERE ARE, of course, many variations on methods of payment and terms of credit for credit card users, such as extended, no-cost terms on "big ticket" gas station items like a set of tires. The oil company credit card plan you use to buy the tires may allow 90 days for you to pay three installments with no additional service charge.

More often, you are not charged extra for credit card service when you pay your bill in full before a new month's billing date. If you let a bill slide, you can be sure the computers will figure out the past balance due and assess you a service charge on the total new outstanding balance.

There are other ways that credit cards can cost you money—even when you don't use them. With the wide acceptance of credit card plans, many merchants must subscribe to them in order to stay in business. The merchant often must pay the credit card company a percentage of the business he receives from the credit



card subscribers. In this regard, a credit card might be compared to the savings stamps or coupons you trade for merchandise, or the service station "games" you play with a chance to win a prize.

The merchant must pay for the stamps, coupons, games, or what have you, and, in order to break even, often must raise prices. The customer pays the higher prices whether or not he uses a credit card, plays games, or saves stamps.

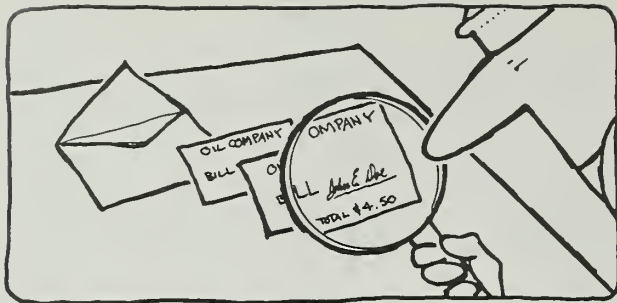
What's more, credit cards can sometimes cost money even to those who do not use them, for example, in a restaurant which honors any of various local, national or international "prestige" credit cards. The price of a meal as stated on the menu may have a certain percentage figured into it which eventually is paid to the credit card service. Some restaurant owners assume that you will use a credit card when you pay your tab. When you pay cash for a meal, you are charged the menu prices which contain the credit card percentage. In effect, you pay the credit card company for a service you have not used.

THE MOST OBVIOUS disadvantage of a credit card is its easy availability to use on impulse for purchases you really can't afford. Problems with impulsive buying are surprisingly widespread, and continue to grow with the use and acceptance of credit cards.

Some credit experts and financial counselors estimate that 90 per cent of the buyers who have difficulties with creditors are basically honest people, but are unwise, impulsive users of credit cards and other charge accounts. A person's education, family background, standard of living and the amount of his income have little to do with his responsible use of credit.

In the final evaluation, the really important thing about a credit card is the balance carried against it. Unfortunately, the indiscriminate use of a card may have you in financial trouble to an extent you won't realize until weeks later when the payment is due. You might ask yourself each time, before you use a credit card: Would I make this purchase if I had the





cash? If the answer is no, you may be risking an over-extension of your credit, and impulsive use of your credit card.

Take Good Care of Your Cards

ANOTHER cautionary note on the subject is the importance of guarding your credit cards against loss or theft. Here's why:

When you accept a credit card, you agree to pay for all purchases made by anyone presenting the card, whether authorized by you or not, unless and until the company has received written notice of its loss or theft.

You may have noticed that sales personnel seldom if ever compare your signature with the name stamped on your credit card, or ask you for additional identification. Therefore, you should assume that anyone other than you could use your card to make purchases—but you, of course, would receive the bills.

There have been reports of con men and pickpockets who specialize in using credit cards which belong to other people, and even reports of well-organized credit card "rings." Therefore, you should guard your credit cards as you would your cash. They can be worth plenty to someone else.

Keep a listing of all your credit card numbers, plus the addresses of issuing companies, in a safe place with your other important papers. Then, if a card is lost or stolen, notify the company immediately so that you will be relieved of responsibility for any charges that may be made to your account.

ALso, do not hesitate to report any suspicious handling of your cards. While driving across country, for example, keep your eye on the procedure used for stamping your card on the machine receipt recorder each time you stop for gas or make some other credit card purchase. There have been reports of "double stamping" by a few dishonest service station attendants. Here's how it works:

Two blank credit card receipts are stamped with your card; one for your purchase, the other hidden from you and filled in later by someone who forges your signature. It's figured that you're a tourist, and won't know for some time about the fast shuffle your card took. You finally learn about it when a cumulative bill catches up with you, and you compare your receipts with the carbon copies sent by the billing company.

Matching receipts and checking signatures should be a routine procedure for credit card users each time they receive a monthly statement. If you neglect to do this, it's possible to pay for relatively small charges to your account made through "double stamping"—and you wouldn't even know you had been duped.

What's in the future for credit cards?

The widespread acceptance of credit card purchasing has progressed to the point that there is talk of the need for a true "universal" card—one card with, for example, a social security-type number to identify your account.

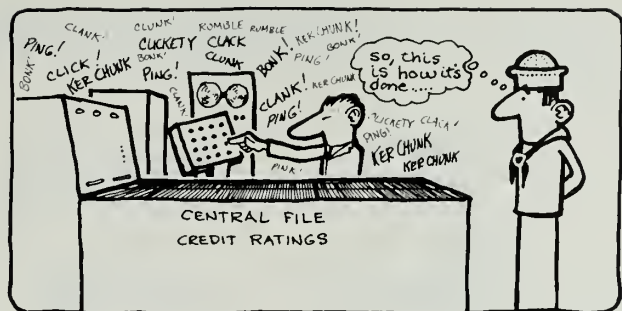
Whatever they become, credit cards apparently are here to stay. And, no matter how you use them in

What Credit Buying Really Costs You

Summer means an abundance of vacations, and often is a time for home improvements, new cars and, sometimes, other major expenses. If you don't have the cash on hand (or in a savings account), obviously you won't be able to pay for them by cash.

Under such circumstances, you may use a credit card or loan to pay for your purchases. Here is a list of several types of major purchases and what the financing of them will cost you, courtesy of Navy Relief Society. It tends to make you think.

Type of Purchase		Monthly Payment	Months	Total Finance Cost	Plan Offered By	True Interest
Auto Loan	\$1500.00	\$55.00	30	\$150.00	Bank	7.7%
Automobile Purchase	3126.15	86.89	30	339.99	Finance Agency	11.6%
Modernizing Materials	350.00	11.74	36	72.50	Dept. Store	13.4%
Furniture or Major Appliance	360.00	16.92	24	56.00	Dept. Store	15.4%
Revolving Charge Account	-----	-----	---	-----	Dept. Store	18.0%
Unsecured Personal Loan	100.00	6.72	20	34.40	Finance Agency	39.3%
Holiday Tour	290.66	15.66	20	52.20	Airline	22.9%



managing your finances, they will always have the great advantage of convenience—and the built-in danger of instant credit for purchases you really may not be able to afford.

There Should Be No Gap in Credit-ability

BY ALL STANDARDS, your credit rating reflects your character as either being reliable and acceptable or objectionable. In other words, it's the yardstick used by the financial world to measure your credit-ability.

Establishing a reputable credit rating is easy. All you must do is prove to a creditor that his faith in your promise to pay a debt is well founded.

Your credit rating was born when you first agreed to make payment at a later date for merchandise you received on the spot. It all stemmed from that questionnaire you initially filled out, the one that asked everything from your age to whom-do-you-know. That information went on file with the local credit exchange where it was available to any creditor who wanted additional information, such as how much you earned and whether you had a steady income.

Each time you apply for credit, your record at the exchange is updated. When you move to a new duty station and have your account transferred (as you would in the case of an account with a nationwide department store), your credit rating record is eventually reestablished in the credit exchange of the new community. This pattern stays pretty much the same from move to move.

A Good Rating Is Priceless

THE VALUE of maintaining a good credit rating is obvious. It can continue to open doors to various types of credit, those which help to make living more convenient by easing the pressures of financial emergencies or by making it possible to buy big items on a small income, or by refinancing debts that may be choking the family budget.

The best way to protect your credit rating is to use your credit wisely. First of all, don't overbuy. Avoid owing more than you can reasonably expect to pay back out of your income. However, don't be afraid to borrow if you are sure the benefits of buying something now are worth the cost of the interest to be paid.

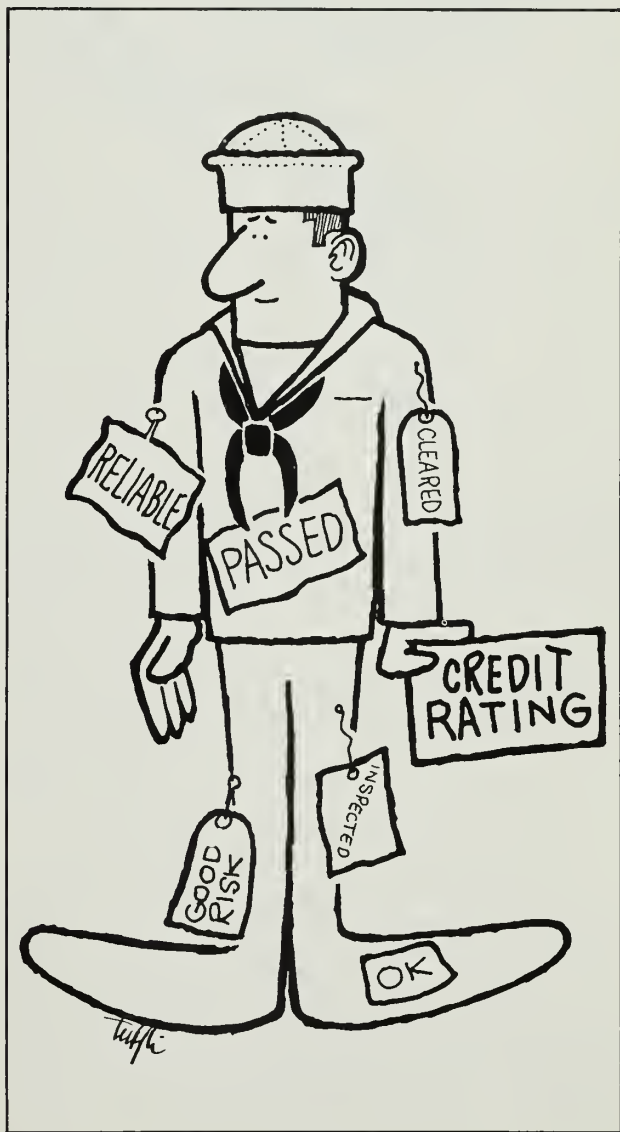
Once you have decided to buy something on time, choose your source of credit wisely. Be sure the lend-

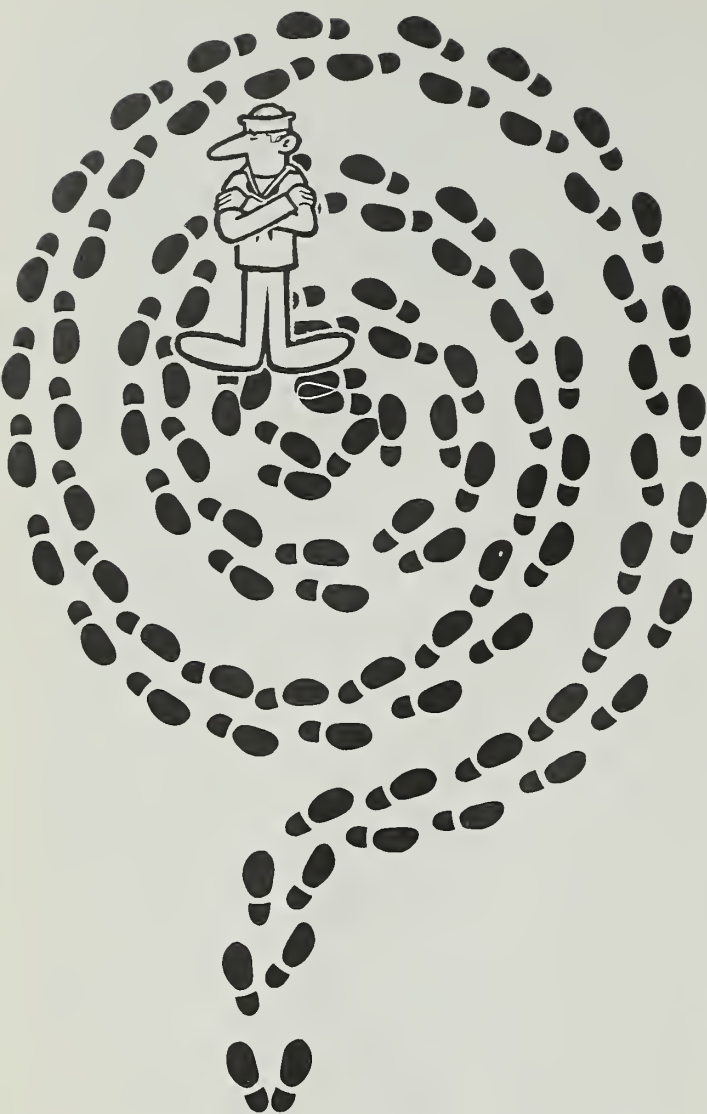
ing agency is licensed. And, during your interview, ask a few questions of your own: What is the total amount I must pay? What is the total dollar cost of this credit, including interest and all other charges? What happens if I miss a payment? Will I get a rebate for early repayment?

Remember, you are the buyer of credit, so make a point to read and understand the credit contract. Take plenty of time and ask questions if something is not clear. Make doubly sure you know what happens in the event you cannot repay the debt.

Only after you have checked the contract for correct amount, date and terms, should you sign it. Then be sure you get a copy or statement of the details of the loan. Whatever you do, *do not* sign a blank contract.

Finally, keep your word and pay promptly. In case a financial emergency should arise and you find you are unable to make your scheduled payment, inform your creditor immediately. It will help considerably to maintain his faith in you and in turn assure you that your credit rating will continue to rate among the best—that your credit-ability has no gap.





IT IS DIFFICULT to believe that more money isn't the answer to all our personal financial problems. Nevertheless, since even the very rich experience money difficulties, the answer probably lies in better management—in other words, making a budget and sticking to it.

Some people think the main purpose of a budget is to save more money by cutting down on their fun. This is not necessarily so. A budget might be considered as a tool—a financial tool. Its purpose is to help you eliminate *inefficient spending*. It should result in more money available to do with what you will, whether your desires include a larger bank account, a home of your own, or a weekend in a plush resort hotel.

On the other hand, if you think that by merely setting up a budget your financial problems will fade away, you are going to be disappointed. A budget might be a tool, but you have to know how to use it.

The first step is, of course, to set your sights on your goal. In other words, what are you budgeting for?

Perhaps you want to get married, start a family, buy a home or travel some day. Or, if you're like us, you simply want to make ends meet.

It goes without saying that your goals should be

MOVING



START A

realistic. Some should be for this month—rent, food, gas for the car, miscellaneous bills. Other goals may be three months away—a winter coat for your wife. Others may be five, 10, 20 years away.

Be sure that you and your wife know each other's goals. If you fail to communicate with each other about money problems and don't work together to solve them, additional problems will arise.

How Much Do You Really Earn?

NOW YOU CAN set aside your goals for the time being, while you figure how much income you have coming in. If you are really in earnest about setting up a budget and making it work, you may work it out for a year. But if you want to set up one just to see if it will work, try it for a month or two.

Do you know your base pay, and how much will you receive through allowances, such as commuted rations, basic allowance for quarters, and so forth. A quick check at your disbursing office might be your quickest answer on how much you really earn a month.

Make a list which shows where your money is coming from before anything is taken out. (Money taken out would be taxes, insurance, social security, savings, etc.) Include the money you receive from the Navy, money from other sources and any extra income you may earn from a second job.

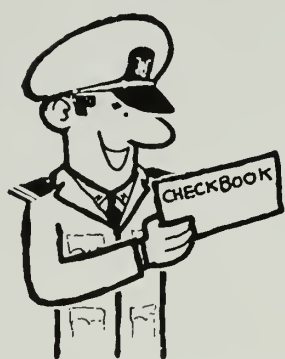
Estimate Your Expenses

Now you begin to estimate your expenses. It is suggested that you keep a record of what you actually spend for one or two months. Be sure to keep an accurate record. Thus you will have a good basis for estimating your future expenses.

Don't feel you must decide on any special system at this moment. The system is only incidental to the final result.

- Once you have decided, however, the first step in making your spending plan will be to enter your *weekly and monthly fixed expenses*, such as rent, telephone, payments on installment debts, and so forth. If you enter these first, you can see how much they

IN FINANCIAL CIRCLES?



BUDGET AND GET AHEAD

will be before you begin to allocate the rest of your income.

- Next, enter your *long range fixed expenses* that come up quarterly or once a year, such as income taxes, insurance premiums, vacations. You will find you will be better off if you put aside a small but definite amount each month toward these larger and irregular expenses to spread their cost and have money to meet them when due.

- At this point, you may decide you want a *savings plan*, and you can enter this as a fixed obligation, too. It may not be a bad idea to start an *emergency fund*. Eventually, you are bound to have some extra expense that comes up at the most unexpected times. For example, the car battery may have to be replaced on the last day of the month, or unannounced guests may arrive while the grocery budget is at low ebb.

- After your fixed expenses come your *flexible expenses*—the ones that fluctuate from week to week or month to month.

The records which you kept for a month or two will be a big help if you have them. But they won't necessarily be a complete guide. In other words, you may have some expenses coming up that didn't occur while you were keeping the record. A record kept in July and August, for instance, is not likely to show such expenses as winter clothing or fuel for heating.

Finding That Delicate Balance

NOW YOU ARE READY for the balancing act—comparing your planned expenses with your income. If your income covers your expenses and you are satisfied with the results—fine.

But more than likely, your first “list” of expenses will add up to more than your income. Then you will have to look at all parts of your plan. Where can you cut down? Are you overspending? You must decide what things are more important to you and which ones can wait.

Granted, you need adequate food, safe and decent housing and clothes that give you a sense of well-being. But you can be as well fed, from a nutritional standpoint, on hamburger as on porterhouse steak. Should

you prefer to eat less expensive (but equally nutritious) food in order to afford better clothes, you can.

As the experts tell us, the solution to money problems is not necessarily more money. Usually, the solution will lie in understanding how to get more for your money, plus the patience, energy and self-discipline to do it. It's still a challenge.

We've said it before, and we'll say it again. The primary purpose behind a budget is, of course, to make sure your money offers you what you want most. The budget is merely a tool which requires some system or planned method of separating your money for current spending, for your future needs and for any debts you may have.

Working Out a Budget

There are, of course, several systems which you can follow. Here are the mechanics of four systems, one of which you may find useful:

The Envelope Method—If you are the type who shies away from figures, you may find this to be the simplest way to live within your plan. Each pay period, you simply divide up your income and put it in different envelopes, purses or small boxes.

For example, you may have four envelopes labeled *Food and housekeeping*, *Rent and utilities*, *Lunches, transportation and pocket money*, and *Reserves and emergencies*. (You might separate them further into eight or ten envelopes.) Undoubtedly at some time or other, you will find it quite a challenge not to borrow from one category to fill another.

On the other hand, should the money in one envelope give out before the end of the pay period, you have five choices from which to decide: (1) no further purchases in that category until the next pay period; (2) borrow from another envelope; (3) dip into your emergency fund; (4) borrow the money; and (5) buy now on credit and pay later.

Should you choose the fourth or fifth method, you will need another envelope, labeled *Payments due*, into which your repayment must go.

While postponing payment may seem to solve the

Should you find it necessary to borrow from another envelope or dip into your reserves, your budget plan may not be realistic. Perhaps the amounts you put in the envelopes next month should be somewhat different.

A review of the checks written during a specified period will show you exactly where you stand. In other words, such a summary made once a month will give you a good picture of where your money goes. From a study of this, you can make a list of planned expenditures according to each biweekly paycheck.

There are some obvious advantages in this method which the others do not offer. For instance, your funds which are not used right away will be earning interest for you while you wait for the time to use them. And it won't be quite so easy to dip into your emergency fund as it is to write a check. You can plan your expenditures, especially if you make a simple "pay out" list (see below).

Tallying or Recording Expenses—If you don't mind working with figures, you may wish to keep a detailed tally of your cash expenses. In this manner, you have no doubt about where your money is going. And you will find you can more easily make a satisfactory periodic reckoning if you tally all purchases as you go.

A hint: Keep your records simple. The simpler they are, the more likely you are to keep them. Record-keeping does not necessarily have to be a continuous process (but it should be done periodically). Once you have set your spending pattern, records—at least detailed ones—may not be so necessary. But records show progress you've made and point to problems you may need to solve.

Once you get in the spirit of learning how to cut down, you may enjoy shopping around for the best bargain—rather than spending in a haphazard, happy-go-lucky fashion and regretting it later.

Here are some useful hints which you might find helpful in reducing your *flexible expenses*:

- Eliminate some "flexible" items altogether—at least for the time being.
- Spend less for certain items (cut down on your entertainment or pay less for a new suit).
- Make use of your own skills instead of paying for services. For instance, instead of paying someone else to wash your car, do it yourself. If your wife can sew, let her make the curtains; don't buy them.
- If you're a family man based ashore, you may save by taking your lunch instead of buying it at work.
- Take advantage of what the Navy offers you through Special Services, such as tours, recreation gear, libraries and so forth.

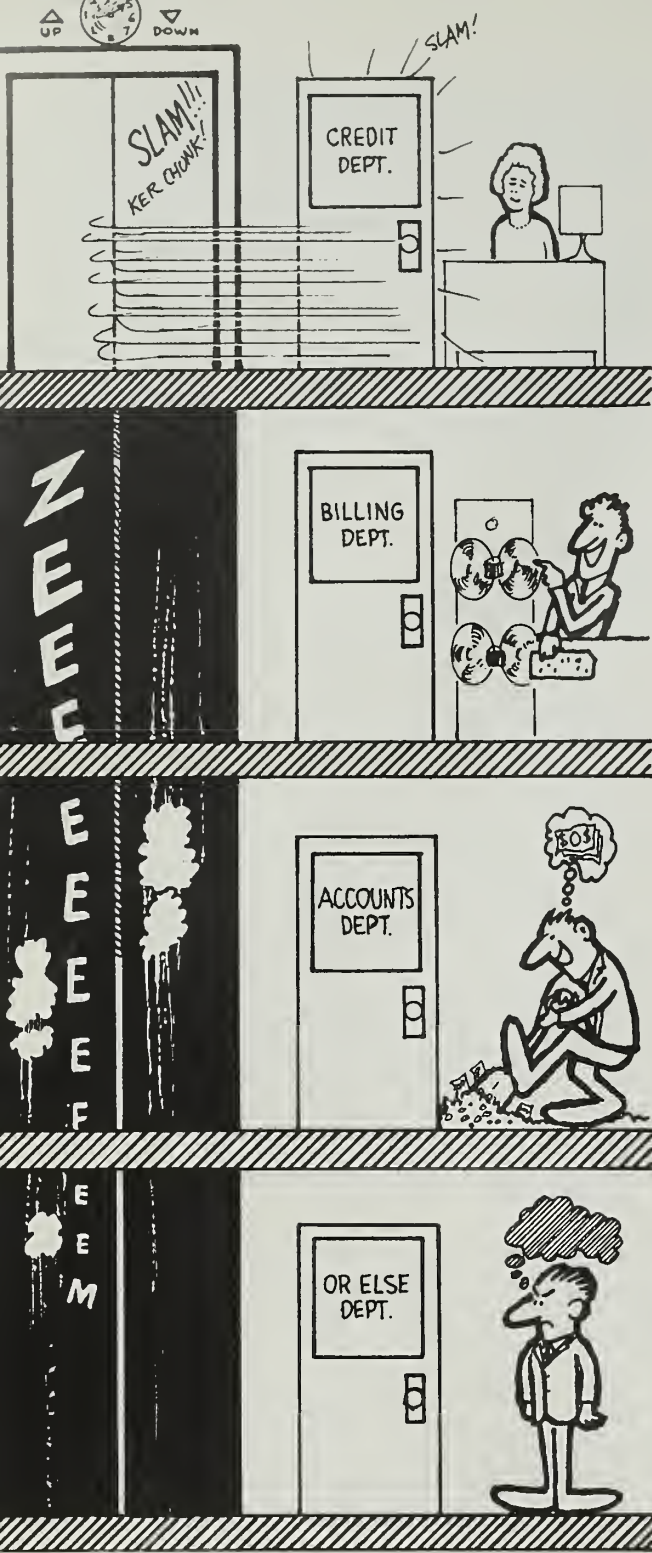
If you have whittled your flexible expenses as far as you think possible, take a hard look at your fixed expenses. You may find some sizable reductions there.

If you should find that your requirements are still too expensive, and you have done your best at shaving expenses, you may have to put off buying a few of your items for a year. It will take careful consideration and a few painful family consultations, but you may have to assign definite priorities or ratings to various wants.

For example, you may give a three-star (★★★) pri-

[illegible]

Money coming in for the month	Total amount spent for the month	Money on hand at end of month



SMART SHOPPING —

Pointers

THERE ARE MANY compensations which you can expect from a Navy career. Being rich is not one of them. Therefore, a Navyman should do his best to get the most for his family for the money he spends.

Much of your buying, of course, may be done in the Navy Exchange and commissary stores. It is probably impossible, however, for you to buy every single item your family uses in these money-saving Navy outlets. You will often be among the army of ordinary consumers buying in the open market.

There are many ways you can save some of the hard-earned dollars you are destined to spend. Lumped together, these various methods mean simply—be a good shopper.

Planning is an important part of effective buying. To be a good shopper you need to plan what, when, and where to buy. This is not always easy. But if you can manage it, you will usually get more for your money.

Good Shopping Begins at Home

PLAN AT HOME. Here is where good shopping begins. Make your decisions before you head for the shopping center. Make a shopping list. This takes time, but a good shopper always knows what he's after. Your list doesn't necessarily have to be made the day you go shopping. Jot down items as you think of them. Then just before you go, organize your list by the location of stores and the location of things within the store. Thus you will not have to back-track, or possibly buy on impulse something you don't need.

Obviously, many different brands and types of goods and services are available. Prices and quality can vary widely. Compare them. You may find the same washing machine, shirt, or tie sold by different stores at different prices. Remember that you don't always need the best quality. Irregulars or seconds are good for many uses, and can often be purchased for much less than quality merchandise.

Study the product carefully before you buy it. Look to see if it is well made. Is it made of good or poor material? If it's an article of furniture, is it put together with cheap wood and nails, or good wood and screws or dowels? You can't always tell at a glance. Pick it up. Turn it over. Look underneath.

Read the label. It can help you compare prices in terms of quality. It may tell you facts required by law for your protection. Manufacturers often list on labels of food, drugs, and cosmetics exactly what is in the package.



on SPENDMANSHIP

Packaged foods have contents listed in order of quantity—that is, the greater the proportion, the closer to the head of the list. On some foods, you'll find U.S. grade and inspection stamps that show quality and wholesomeness.

Good informative labels give facts such as what the item is made of; its size and number; the care it needs; and how to use it.

Guarantees, Values and Cost

MANY OF THE ITEMS you will examine will carry a guarantee (in some areas, it's called a warranty). Keep in mind that a guarantee is only as good as the people who give it. Read it carefully. Know the ifs and buts connected with it.

Check to see what the guarantee covers. How long will it be in force? Some merchandise is guaranteed for 30 days, while larger items often carry a one-two-, or even five-year guarantee. Is the whole item included, or just a part of it? Who is making the guarantee? Will the merchant who sells you the product repair or replace it, or will you have to deal directly with the manufacturer? A smart habit to acquire with respect to guarantees is to keep your receipts. A dated receipt will help you make a claim.

One of the best aids to you, the consumer, in learning what products are available, where to buy them, and how much they cost, is advertising. You can make advertising work for you, but you have to use caution.

Learn to separate facts in advertising from smoothly worded fiction. Look for facts concerning price, size, color, material, and quality. Particularly with respect to price, an ad may mislead you. Words such as "regular value" may mean very little. Is the item regularly sold at that price in this store, or in a certain store in Argentina?

On the other hand, if an ad says "reduced from \$49.95 to \$39.95," this may be a real cut in price. On large purchases, check the price of the sale item at other stores. This is easily done, even without wasting time and money driving around comparing prices. Take a few minutes, and a few dimes, to call one or two competing stores. They'll usually tell you what they are charging for the same item.

Watch out for bait ads. These are just a way to get you into the store, and will rarely save you money. You can suspect an ad was bait when an item is offered at a very low price, but when you arrive at the store you are told it was sold out and are asked to look at something else—usually more expensive.

If the salesman talks down the advertised product and intimates that you would be much better off with something else, the ad was probably bait.

Different Types of Sales

ONE MERCHANDISING TRADITION which can work for your benefit as a buyer trying to save money is the sale. Sales are held for many reasons. They are held by merchants to move stock that has been lying around too long, and make room for new goods. They are also used to get you into the store, and to introduce new products.

Usually you will find the best sales are held by established stores. They want to keep your goodwill and your business. And they want you to refer your friends to their store.

When you buy at sales, there are many things to consider. Are the time, energy, and the money cost of getting to the sale worth the savings? Your time and energy may or may not mean much to you. However, you will not save money if you drive 20 miles and back to save a dollar or two.

You'll find it best to shop at the beginning of the sale for the best selection. If the sale is a good one, the stock will not last long.

Be sure the sale price is an actual reduction in price. Often, an item will be put "on sale" at its usual price. Watch for imperfect or damaged articles. Look sale items over carefully.

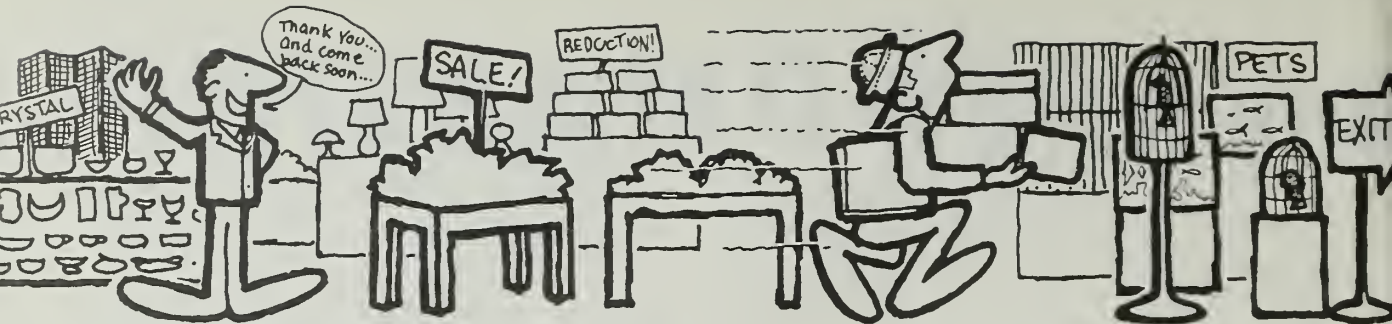
REMEMBER THAT nothing is a bargain unless you need it. The story about the wife telling her husband how much she had saved him by purchasing 10 hats for only \$10 each is old, but all too real.

Sometimes you can save money by buying at the end of a particular "season." Seasonal sales usually come just before the new season's stock arrives. The merchant has to make room on the shelves for it. You can get excellent bargains on appliances, furniture, furs, apparel, linens, rugs, and household accessories at certain times of the year. If you can restrain yourself from buying when everybody else buys, you can save considerably.

Other sales come under the heading Special Sales. Some of these are:

- *Special purchase sales*—Store buyers obtain goods from manufacturers or wholesalers at cut prices. The savings may be passed along to the customers. Such sales are worth watching for. Some special purchases are goods of standard quality, but some are seconds or otherwise imperfect items. Read the descriptions





carefully. You will want to see if quality and prices are in balance.

- **Anniversary sales**—These are storewide promotions. Watch for real bargains. Are below-standard items on sale without a real price cut?

- **Closeouts**—Some sales are intended to clean out stocks of appliances, clothing, and other merchandise which is outdated. You might find bargains.

- **One-day sales.** These are held mostly in big cities, usually at the time of a holiday. Buy only things you recognize as a bargain and really need.

- **Penny sales**—For a penny over the regular price, you get two identical items instead of one. Know the regular price before you buy.

- **Dollar day.**—These can offer good buys if the items were priced well over a dollar before the sale.

Navy Exchange And Commissary:

GOOD FOR THE BUDGET

EVERY TIME you buy a bar of soap, a loaf of bread or a gallon of gas, you save yourself a trip to the bank. You do, that is, if you patronize your Navy Exchange and Commissary facilities. That's one way of looking at the savings you realize whether you happen to be stationed stateside or overseas, on active duty or retired.



Impulse Buying

ONE OF THE MOST important things for you as a shopper to avoid is impulse buying. Decide what you will buy before you get to a store. Spur-of-the-moment decisions can wreck your family spending plan.

This is one of the reasons you should always shop with a list. When you are looking over a "good buy," ask yourself questions such as "When will I use it? Where will I store it?" You might then ask yourself "Why in the world do I want that?"

Beware of your mood when you shop. When you are tired or hungry, you are influenced more easily. Also, try not to shop when you have to hurry. You have no time to compare, examine, and think about it.

In short, be a smart shopper. You'll get more for your money.

Commissary and exchange facilities, conveniently located at most naval activities, can help to stretch your buying power by offering you top-brand name merchandise at lowest practicable cost, thus increasing your savings power.

Commissaries, which are nonprofit organizations, stock food and other commodities at the lowest possible prices with a markup just high enough to cover the cost of breakage and spoilage.

They operate on government appropriated funds which cover the cost of items sold, and other expenses such as employee salaries. From the proceeds of the sales, the government is reimbursed for the cost of the merchandise and certain operating expenses such as utilities and transportation charges within the United States.

The Navy exchanges, on the other hand, operate on a non-appropriated fund basis and stock almost every item of necessity and convenience for you and your dependents. After operating costs have been taken from the resale till, the profits help to support the Navy's welfare and recreation programs.

You Share in the Profits

IN THIS SENSE, every dime you spend in your exchange (or ship's store) is, in a way, a share toward your other interests which may be the station golf course, the bowling alley, the swimming pool, the ceramics shop, or the auto hobby shop, to mention a few of the special services activities supported by Navy Exchange profits.

More than 80 per cent of these profits are made available to commanding officers for use to support recreation programs. A portion of the remaining profit goes to the BuPers Central Recreation Fund which helps support movies for the Fleet and overseas activities, the All-Navy sports program and major developments of new recreation facilities, both ashore and afloat.

Statistically, out of every dollar spent in a ship's store or Navy exchange, between six and seven cents profit is channeled back into the recreation program, after all operating expenses have been deducted. Currently, these sixes and sevens amount to almost 36 million dollars annually.

As a member of the Armed Forces, you and your dependents may also patronize the Army and Air Force commissaries and PXs. And, under certain circumstances, when you are stationed overseas where no U.S. facilities are available, you may use foreign military facilities. This privilege, of course, is governed by strict regulations and you should be certain as to your eligibility before attempting to use such facilities.

You Can Help

LATELY, the drain on United States gold has caused much concern with regard to overseas spending, a concern which directly involves the military. As a result, members and their dependents assigned to overseas duty stations have been asked to trim spending for foreign goods to \$100 per year per person.

In addition, DOD urges families to buy only those foreign goods of necessity which are not available through exchanges. In return, the exchange facilities are stocking certain foreign products and U.S. goods previously unavailable. And, furthermore, customs regs have been relaxed: merchandise manufactured in the U.S. and purchased in any port or base exchange overseas may be returned to the United States *on a duty-free basis*.

When mailing a duty-free item, you must add the words "Returned U.S. Merchandise" on the U.S. customs forms. The proper forms are available in all station and ship post offices.

Whether you are at home or abroad, qualified patronage of exchange and commissary facilities is of utmost importance, and it should be kept in mind that you are endangering your savings power if you resell any items to unauthorized persons.

Remember. Whatever you buy must be for your personal use, the use of your dependents, or purchased as a bona fide gift.





\$mileage for Your

THIS GEM is in perfect mechanical condition, the used car salesman assured SN Smith. "In fact, one of its outstanding features is its completely rebuilt engine."

Smith, who had \$900 of reenlistment bonus money in his pocket, was about to buy his first car.

It looked good and was the exact make and year he'd always wanted. The price of the car, \$700, was about \$250 more than Smith thought he would have to pay, but he could afford it. Anyway, this particular car was worth a little extra, said the salesman, because it was in top condition.

While test driving the car, Smith noticed an unusual lag between the time he pressed the accelerator and the time the engine responded. The salesman, who insisted he go along on the test ride, assured Smith that "a minor carburetor adjustment will take care of that."

Back at the lot, the salesman promised a 50/50 warranty. "If anything goes wrong, we'll pay half the repair costs," Smith was sold.

The next day, Smith's car wouldn't start. A neighbor pushed him back to the used car lot, where a mechanic diagnosed the trouble as "spark plugs, points and coil wire," and replaced them. Smith's car started once, but after that had to be pushed again.

Disgusted, Smith took the car to a diagnostic center and learned the truth. The "completely rebuilt" engine was in fact a mini-bus engine equipped with a governor. It would not operate properly in his car unless the governor was removed. The car also needed other major repairs.

Again returning to the lot, Smith was told the salesman who sold him the car "doesn't work here anymore."

When he mentioned the 50/50 warranty he had been promised, Smith was told "it's against company policy, and anyway, unless you have it written into your sales contract, there's nothing we can do for

you." Naturally, the records of sale contained nothing about a warranty.

Sad, But True

IT TOOK the balance of Smith's reenlistment bonus—almost \$200—plus another \$100 he borrowed from a finance company, to have the car repaired. In effect, he paid \$1000 for a car that was worth about \$450, based on the top NADA (National Automobile Dealers' Association) "blue book" value of that make and model used car. Of course, Smith's car wasn't worth even that, because of its exceptionally poor condition.

The story of SN Smith's used car purchase is based on the actual experience of a Navyman assigned to the Washington, D.C., area. The Navy Federal Credit Union and other reputable financial institutions use true stories such as this as for-example warnings to members who seek loans to buy used cars. Here's another:

A Navyman in a large east coast city paid \$700 for a five-year-old station wagon that a used car lot salesman assured him was "nice and clean." In addition, there was a "50/50, 30-day warranty in the unlikely event anything should go wrong."

The wagon ran long enough for the Navyman to get it home. Then began a series of frustrating trips back to the used car lot. He was told that his bill of sale showed nothing about a warranty, and that even if it did, the lot did not have service facilities to repair cars.

It seemed that everything that could go wrong with a car did so within a matter of weeks. Repair bills mounted. Finally, the Navyman discovered the real clincher—oatmeal in the gear housing which for three weeks had muffled the sounds of a noisy, worn-out transmission.

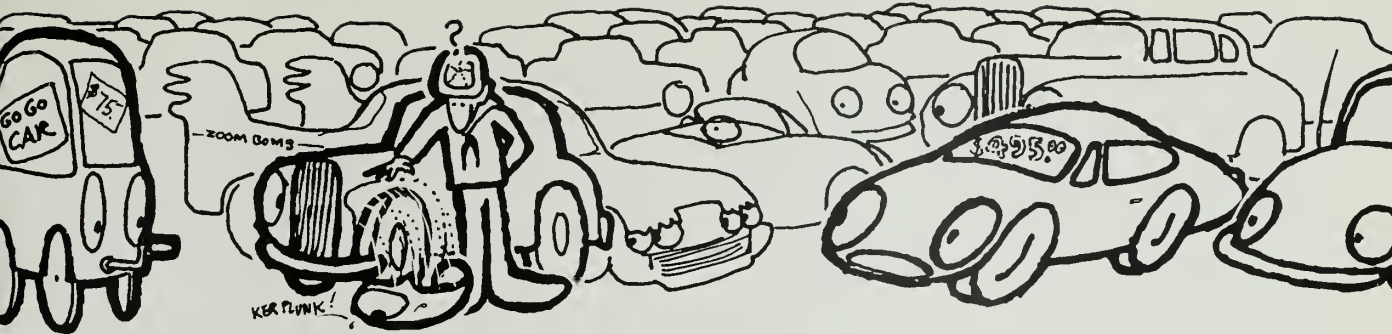
Buying Can Be an Art

THESE EXPERIENCES are not unusual. Financial losses are suffered every day—Sundays included in some places—by unwary buyers who fail to recognize the risks of the used car market. You may be able to tell a similar story.

How do you avoid such a situation? It is possible to avoid many of the pitfalls, but you must first realize that a used car is a good buy only if you are a good buyer. Here are some tips that may help:

- *Buy only from a reputable dealer.* Stay away from those who use irresponsible advertising, and those who "sacrifice" cars for next to nothing. Shy away





Auto-Buying Dollar

from used car lots which specialize in cheap clunkers, reconditioned only enough to make them salable. Here's where you face the risk of buying someone else's troubles. Concentrate instead on the legitimate dealer who has a reputation for fairness—based not on what he advertises, but on the deals he has made with people you know.

- *Find out about the kind of warranty the dealer provides.* Any warranty that is less than 100 per cent may be a means of increasing dealer profits through expensive repairs.

- *Look over the dealer's repair shop before you buy.* Inadequate service facilities could indicate unsatisfactory reconditioning. This should forewarn you that extensive repairs may be needed on any car you buy from that dealer.

- *Be certain there are facilities in your area equipped to service the car and provide replacement parts.* This is particularly important if you tend to buy a foreign-made car.

How Much Is It Worth?

HOW MUCH should you pay for any given used car? First, find out about the current NADA Blue Book wholesale and retail values of the makes and models in which you are interested. This gives you the average, fair-value prices for used cars in average condition.

The Blue Book is not a classified document (even though some used car salesmen treat it as though it contains highly secret information). You can bet the salesman has a current copy in his pocket, or has quick access to one in the lot office.

An honest salesman should not object to showing you the book so that you can see for yourself the fair-value figure for the car you want to buy. Or, your automobile association, credit union, or some other financial institution aware of your desire to get your used car money's worth may have a copy for you to check.

You might pay more than Blue Book for an exceptionally good, or "clean" used car, but, by the same token, you should pay less than Blue Book for any automobile that happens to be in below-average condition.

You also can figure a current average selling price on a given used car in your area by checking the classified newspaper ads. While doing this, you may find that a private owner has the car you want at a lower price than you would pay to a dealer.

Another Type of Approach

ANOTHER SCHOOL of used car thought maintains you can do better on a particular make if you buy from a dealer who does not have that make's new car franchise. For example, if you are in the market for a good, late-model brand "C", you might pay less for one if you buy it from a brand "M" dealer. The man who deals primarily in "C" will get top dollar for a good, used one. The "M" dealer who has a good "C" he took as a trade-in might be inclined to let it go for less.

Once you've settled on a dealer (or private owner), concentrate on the car. Assume that your best buy is a late-model used car that was owned by a responsible individual. But remember that good used cars at fair prices are scarce—despite what the salesman says about "driven only on Sundays by a little old schoolteacher." (Some used car salesmen still make statements like this if they spot you as a green buyer who might believe them.)

You probably would be better off with a late-model smaller car than with an older, larger model. Repairs on big cars ordinarily are more expensive, and, the older the car, the sooner the repairs will be needed.

Avoid demonstrators, driver-training cars and repossessions. The first two often have been driven hard and carelessly by inexperienced drivers; the former owner of a repossessed car may well have skimped on servicing.

Optional equipment should be a consideration—the more extras a car has, the more there is to go wrong. For example, repairs to an automatic transmission may easily range from \$100 to \$400.

Know What to Look For

NEVER PUT ALL your money into the purchase price of a used car. Have a reserve—say \$200—to draw on for repairs within the first year. If you're lucky,



the only additional expenses will be for routine servicing and parts that all cars need periodically.

However, all the little things wrong with a used car may add up to more than you should spend to bring it into the condition you want it, so draw a line with anticipated repairs and then stick to it.

If you find some major defect, insist that the dealer have it fixed before you buy, or bring the price of the car down accordingly so you can fix it yourself.

You know you will spend money correcting minor faults, so don't waste your time looking for them. Concentrate on the major trouble that can cost you plenty.

- Pay little or no attention to the mileage shown on the odometer. It may not be the car's true mileage.

- Forget about removing the brake drums to check the lining. Assume that most used cars need new brake lining, and that the one in which you are interested is no exception. If you later find the lining is ok, consider it a bonus.

- Don't be a tire-kicker. About all you prove by walking up to a used car and kicking the tire is that you're an inexperienced buyer—and perhaps an easy mark for a fast-talking salesman.

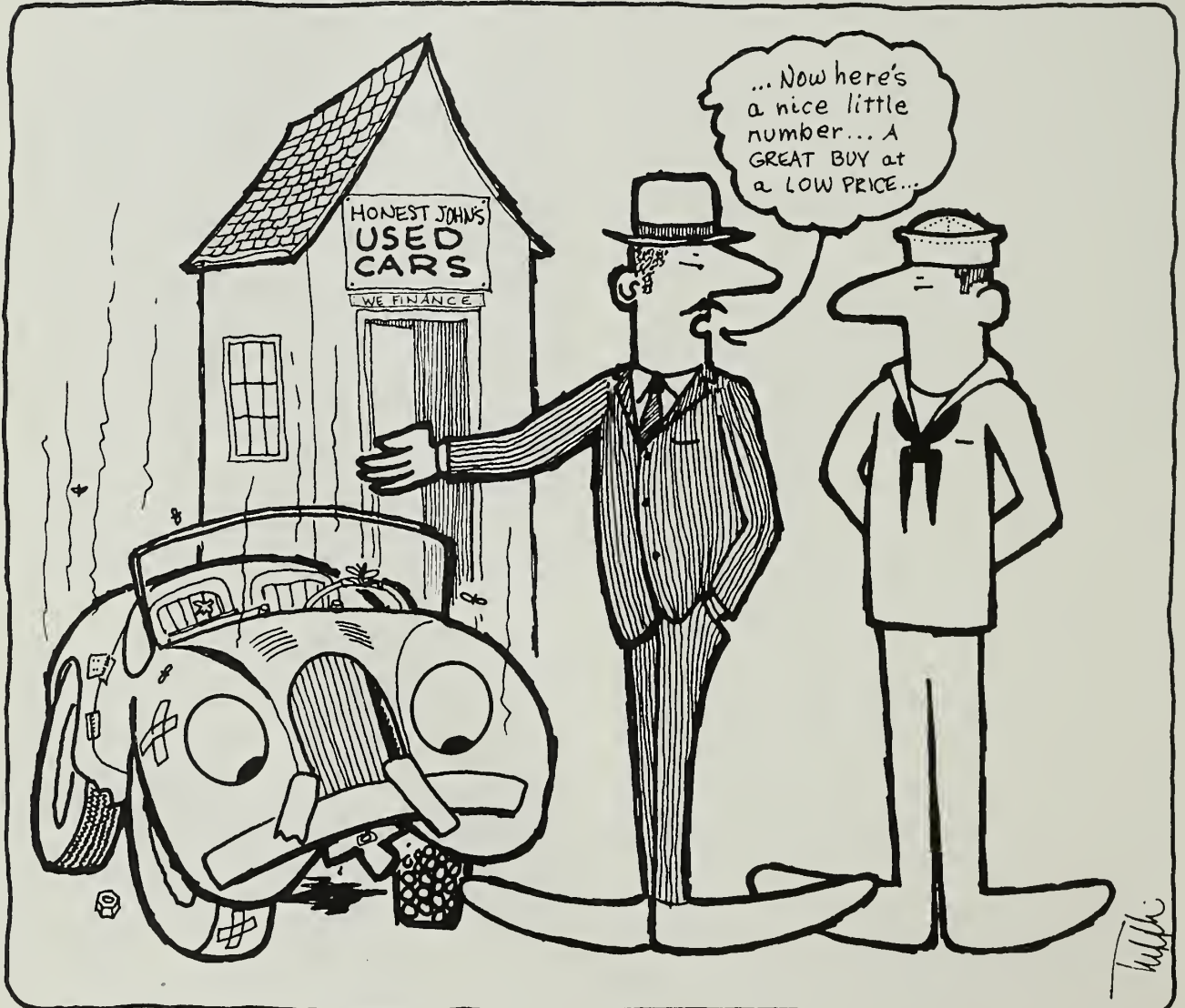
- Look at the tires for clues as to the history of the car. If on a late-model car, all four tires are of the same brand and are evenly worn, chances are they are original equipment and the former owner took care of the car. If it's an older car, this might mean the former owner was generous with maintenance.

- Do not worry about unusual tire wear. Underinflation, overinflation and incorrect wheel alignment are conditions that are easily fixed.

- Don't bounce the car up and down to check the shock absorbers. Again, assume that most used cars need new shocks. Likewise with the exhaust system. If the car does not need muffler and tailpipe when you buy it, plan on new ones within a year anyway.

- Look for tell-tale signs of collision or rollover. A car that was wrecked is not a safe buy. If the doors do not close tightly, or the rear wheels do not line up with the front wheels, the frame may have been bent in an accident. Also, check along the body panels for ripples in the metal.

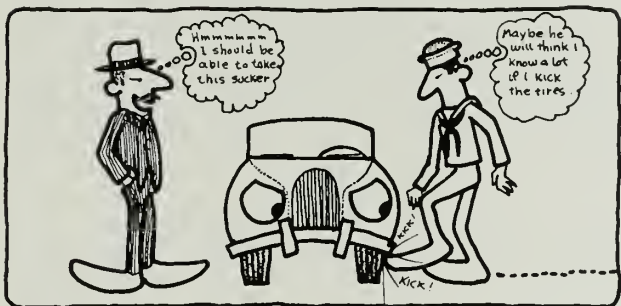
- A fresh paint job may indicate that dents have been pounded out of the body, or that sections of the car—such as banged up doors and fenders—have been replaced. Push aside some of the weather stripping



on a door jamb to check the paint there. Painted areas under the hood and inside the trunk might also be a clue. If the paint job obviously is not the original, don't let the salesman convince you otherwise.

- Search for rust and corrosion in common trouble spots such as under the fenders and inside the doors.

If the car looks ok outside, check its interior for cleanliness and wear. Pay particular attention to the brake pedal and upholstery. Rubber pedals and seat



covers are sometimes more indicative of the mileage on a car than the figures on its odometer.

After you are satisfied with the car's appearance, start the engine, raise the hood and listen closely. You don't have to be an expert to recognize the sound of a good engine.

Take the car on a road test. Listen for engine, gear and body noise. A good, solid car runs smoothly and takes bumps quietly. Ride it hard. See how it accelerates on a steep hill. Run it through all gears at a variety of speeds.

If it has an automatic transmission, drive the car up a steep hill to make sure the gears shift smoothly and do not slip. (Slipping is present if you hear the engine race just before the gears shift from first to second, and if the shift is rough and jerky.) Most automatic transmissions are adjusted to shift when the car reaches 15 mph, so be particularly observant of the performance at this speed.

The final tests should be made by a qualified mechanic or at a diagnostic center. Many salesmen know little or nothing about the true mechanical condition of the used cars they sell. Ignore such remarks as "creampuff," "a nice, sound car," or "a real gem." That car the salesman says is "perfect" might be a pile of junk. He may be looking at it for the first time—just like you.

Since you are buying from a reputable dealer, there should be no objection to your having the car checked. (Even the most reputable dealers limit the amount they will spend to put a car in selling condition.) The \$10 or \$15 you spend for good advice from a disinterested third party might be the best investment you could make.

Make it clear that you'll buy only if you have the opportunity to be as certain as you can about what you're buying. If the salesman shies away by saying "it's against policy," or, "take my word for it," go someplace else to buy a car.

New Car Buying

IF YOU ARE WILLING to pay the price you can buy a new car and avoid many of the risks discussed above. However, all that has been said about shop-

ping around to compare prices, talking only with reputable, authorized dealers, making sure you receive a full 100 per cent warranty, and adequate repair and service facilities, applies to new car shopping as well.

And remember, as soon as you drive your new car out of the showroom, it immediately becomes a used car and depreciates in value.

Once you decide what you want in a new car, you should concentrate on getting the best deal possible. To do this, you must arm yourself with pertinent information, shop around, and negotiate intelligently.

A variety of factors, such as overhead and car turnover, vary from dealer to dealer. Therefore, some are able to offer lower prices than others. As a starter, you should check with at least three dealers for price quotations. Never rush into a showroom and buy the first car that appeals to you.

You might do well to wait for a buyer's market—a period when new car sales are sagging (such as during a severe blizzard). Dealers may be more anxious than ever to meet quotas, and salesmen, who are paid on a commission basis, will tend to quote lower prices in order to clinch sales.

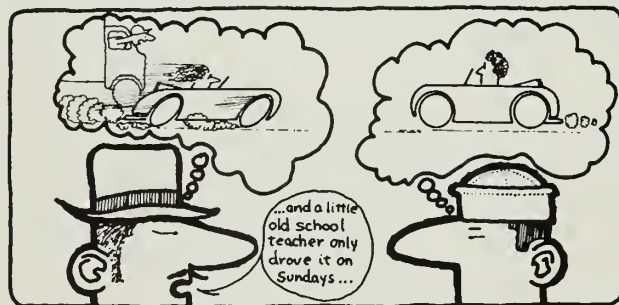
If you can't find a buyer's market, you might at least wait until the end of the month. Many auto dealers receive a two per cent factory rebate on each car sold in excess of monthly quotas. The pressure to surpass such quotas is greatest at the end of the month. Therefore, the dealer may be willing to sell you a car for a smaller profit in order to make the sale.

Be sure you know the value of any used car you have to trade in. Used car values differ by make, model, condition, year and geographic area, so it's best to check the current NADA Blue Book averages, plus local newspaper ads, to establish a fair value for your particular used car.

Technique Is Required

AT THIS POINT, you are ready to negotiate. How you go about it may make a big difference in what you pay.

The price posted on the window of an auto dis-



played in the dealer's showroom is not necessarily the actual selling price. Rather, it is the manufacturer's suggested list price. If you pay this amount, you probably will make the dealer very happy. It involves considerable profit—for him.

The typical new car dealer buys a standard-size auto from the manufacturer for approximately 75 per cent of the suggested selling price. In other words, 25 per cent of the full list price is retained by the dealer.

With this in mind, consider it possible to gain major price concessions, and perhaps to buy a new car for as much as 20 per cent below the manufacturer's suggested list price. These tips may help:

- Do not appear too interested, even if the car for which you're bargaining is exactly what you want. If an experienced salesman realizes that you already are sold on a particular car, he knows exactly how to handle you.

- Let one member of your family do all the nego-



tiating. If you take your wife car shopping, explain the facts to her before you go out to look. Thousands of new car deals are closed every month—at list prices—because eager wives believed the list prices were final.

- Let the salesman know you are in touch with his competitors. He doesn't have to know the exact price some other dealer quoted you for the same car, but if you let him know you can get the car for less money elsewhere, he may bring his price down.

- Never close the deal too fast, even if it means an extra trip back to the dealer. Most salesmen cannot offer sizable discounts without first obtaining the permission of their superiors. This takes time.

- Give the salesman your phone number and ask him to call you when he is ready to meet your price. Many salesmen will cut prices only when they are certain you will not pay what they are asking.

- Do not "split the difference" if your research has indicated the price you wish to pay is reasonable. For example, if the suggested list price of the car is \$2800, and you are convinced that \$2500 is a fair price, don't let the salesman (or anyone else) persuade you to pay \$2650.

Auto Finance

ONCE YOU AGREE on a purchase price, add the costs for taxes, insurance, tags, plus repairs if the car is a used one, and you have a more realistic total of what you pay when you buy a car. However, if you're like most car buyers, you do not have that much money. This, of course, is quickly remedied.

You borrow the money from a credit union, bank, finance company or other lending institution and then, using the car as collateral, take from 12 to 36 months to repay the loan. Or, even easier, you have the car dealer arrange the financing for you. Easy, but also expensive.

The dealer totals up the price of the car, insurance, finance charges, filing fees, tags and taxes, and you sign a note agreeing to pay that total on time. He then sells your note to a bank or finance company.

Naturally, he doesn't do this for nothing.

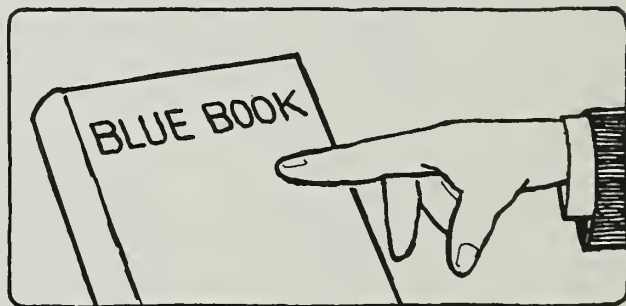
The dealer may receive from the financial institution what's known as the "dealer's reserve," which represents a percentage of the contract, and is paid out of the interest the bank or loan company collects from you. In other words, instead of paying the dealer the face value of the contract, the financial institution holds a portion in reserve and deposits it in an open account in the dealer's name.

If you fail to repay your note, the bank reduces the dealer's reserve by the amount of the obligation. In effect, the amount withheld from each note serves as an insurance premium. If, at the end of the specified period, there is money remaining in the dealer's reserve, it is returned to him as profit.

You Pay for Financing

AN UNFORTUNATE part of the dealer's reserve is that you, the customer, pay for it. New car dealers generally use payment charts based on interest rates roughly two percentage points higher than what the finance company or bank expects to retain as profit. You pay the higher rate and the finance company returns the excess to the dealer.

Retail installment sales acts normally regulate the finance rates which auto dealers charge for new cars. Ordinarily, you can expect to pay a finance charge of \$7 or \$8 per \$100 per year on the amount borrowed. The dealer may express the charge as an add-on or discount rate, which should not be confused with simple interest. The latter is what you pay on a home mortgage, for example, and is figured monthly



on your unpaid balance or whenever you make a payment. In other words, you pay "simple interest" only on the amount you actually owe.

Discount and add-on interest, on the other hand, are based on the original principal, or the total amount borrowed. This means you are charged as though you had the use of the full balance for the entire term of the loan, even though you repay a portion of the principal in monthly installments. Therefore, you pay interest on the entire principal, but have use of a decreasing amount. In effect, the rate of interest doubles.

The dealer may say his rate is seven per cent, or \$7 per \$100 per year, but what you actually are charged over a 36-month period is an effective or true rate of 13.6 per cent per year. Another common charge, \$8 per \$100 per year, amounts to 15.6 per cent true annual interest over 36 months. (The computing of annual interest at the add-on rate, in this case, is by the "constant-ratio" method.)

State laws which control retail sales often authorize

dealers to charge even more than the basic \$7 or \$8 per \$100 per year. For example, credit life insurance can often cost as much as one per cent per year of the original unpaid balance. If you are charged \$8 per \$100 per year, plus one per cent a year for credit life insurance, you pay an effective interest rate of 17.5 per cent per year, assuming 36 consecutive monthly installments.

Shop Around

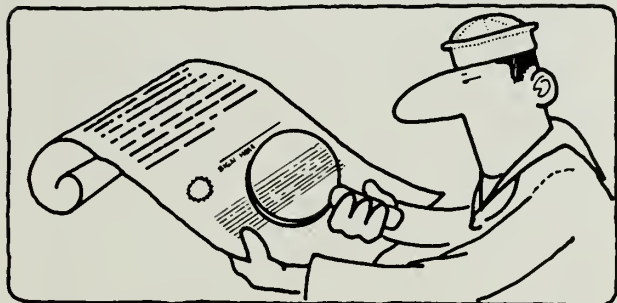
THE MESSAGE here is clear. What it says is chances are you can save money if you arrange your own financing and insurance. If you are in a position to do so, you should shop around for the best finance rates and credit insurance available. Even if the dealer promises bank financing, you should check the loan terms of at least three lending institutions. One-stop financing arranged by the dealer is convenient, but it usually costs from six to eight per cent a year more than is necessary.

Generally:

- If you personally arrange for your auto loan through a credit union or bank, you pay less than if the dealer arranges it for you.
- Loans secured through stocks, bonds, savings deposits, commercial life insurance or your credit union may cost you even less.
- Finance rates usually are higher for used cars than for new cars.

In any event, make sure your monthly payments cover all the charges involved, and if the contract you are presented reads differently from the terms you were quoted, refuse to sign it. The importance of this cannot be over-emphasized. There are varied and common sources of misunderstanding involved in auto loan contracts. They often result in considerable financial loss for the car buyer. For example:

You buy a car and agree to the terms stated in the contract—\$100 a month for 20 months, or \$2000



total. After 10 months you've paid off \$1000. Then, your family faces a financial crisis and you can no longer continue your car payments. You figure the value of the car is greater than the amount you still owe—\$1000—so you stop payments. The car is repossessed, and you figure that's the end of the matter.

However, the fine print in your contract, which you had overlooked, says that if payment isn't kept up, the company will repossess the car and put it up for resale. If the price received is not equal to the balance due, you must pay the difference.

This may sound fair enough, but what happens is that the finance company arranges to have the car

Navymen Can Buy U.S.-Built Cars Overseas

Navymen based or deployed overseas who use exchange facilities in foreign countries are now eligible for full credit union service and may participate in the Navy Ship's Store Office/Navy Federal Credit Union joint program for U. S. auto sales and financing in foreign countries.

Heretofore, the only enlisted men who enjoyed the benefits of this program were those stationed in, or in ships homeported in, foreign countries.

This July, however, the program was enlarged to include all naval personnel who use Navy Exchange facilities in foreign countries if they are not receiving full service from another credit union.

This allows Navymen overseas to purchase a U. S. manufactured car and have it delivered either overseas or in the United States. In effect, the exchange sells the car, the credit union finances it and the Navyman who makes the purchase saves on the cost of the car and enjoys the benefits of low-interest credit union financing.

At present, the direct factor purchase plan is being used in cooperation with several major U. S. manufacturers. Formerly, only two manufacturers participated in this sales plan.

For information on which cars are available for overseas purchase through the Ship's Store Office/Navy Federal Credit Union joint program, consult your local exchange.

sold to a "wholesaler" for \$500, well below its actual value. If you do not come up with the \$500 difference, you can be sued.

Or, say you buy a car and agree to terms of 20 payments at \$50 each. After nearly two years, you send in what you think is your last payment. However, the sales firm sends you a bill for an additional \$300—interest charges that had not been included in your monthly payments, but were included in the fine print of the contract you had signed.

Also, watch out for the contract that carries reasonable monthly payments, but a whopping—and not always clearly stated—final "balloon" payment. You may find you can't make the final payment, and then must refinance the "balloon" amount.

Buying Overseas

IF YOU PLAN on buying a car overseas, remember that U.S.-built autos are sold through Army, Navy and Air Force exchange outlets, with delivery available either overseas or stateside.

If you buy a new U.S.-built car through a Navy Exchange overseas you are most likely eligible to obtain financing with the Navy Federal Credit Union, Main Navy Building, Washington, D.C. 20360. Navy Exchange personnel have the details on how you can obtain such financing.

If you do not buy through the exchange, it may be wise to consult with your Legal Assistance Officer before you close the deal. Your LAO may be able to check out the name of the foreign sales company. If the car is U.S.-manufactured, you should make sure the salesman or dealer has a fixed U.S. address and



is an approved agent of the manufacturer.

You also should be aware of current U.S. auto safety requirements and import tax laws.

Some provisions of the National Traffic and Motor Vehicle Safety Act insist that all cars manufactured on or after 1 Jan 1968 meet strict safety standards. The law applies to all new cars, whether built in the

U.S. or manufactured overseas and imported into the U.S. The law establishes standards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

The car you buy overseas must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

A seven per cent Federal excise tax on your foreign-made auto—whether new or used—may be levied by the U.S. government after the car arrives in this country. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 72) on or before the last day of the month following the calendar quarter during which you imported the car into the U.S.

Thinking About Buying a Foreign Car?

LAST MONTH ALL HANDS published a report concerning new safety standards that affect foreign-made cars purchased overseas and shipped to the United States. Also, after the car arrives in the U.S., the government may levy a seven per cent tax on the car.

Since the article on these pages relates to the subject of cars—new and used—the substance of this report is being repeated in this issue for your information.

To review: Certain provisions of the National Traffic and Motor Vehicle Safety Act insist that all cars manufactured on or after 1 Jan 1968 meet strict new safety standards before they are driven in the United States. The law applies to all new cars, whether built in the U.S. or manufactured overseas and imported into the U.S. The law establishes standards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

This means that the new car you buy overseas must meet the safety standards before it will be permitted entry into the United States. Your foreign-built car must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

If the car was manufactured before 1 Jan 1968, you or your agent must make a declaration to this effect before delivery in the U.S. is completed. If the car was manufactured on or after 1 January not in conformity with the safety standards, but later was altered to conform, certification of this must be made by the manufacturer or contractor.

Also, if the car was manufactured on or after 1 January not in conformity with the safety standards, and had not been altered to conform, you must promise to have it modified within 90 days. You may be required to post a bond to make sure you have any needed work accomplished.

The seven per cent Federal excise tax on your foreign auto—whether new or used—may be levied

by the U.S. Government after the car arrives in this country, according to a recent Internal Revenue Service ruling. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 720) on or before the last day of the month following the calendar quarter during which you imported the car into the U.S.

Under this ruling, which applies *only* in the case of cars imported on or after 15 Jan 1968, the tax would be levied in each of the following situations:

- Before departing the U.S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U.S., and transportation of the car to the U.S. is pre-arranged. Returning to the U.S., you use the auto for personal travel.
- You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a foreign-made car and have it shipped to the U.S. for your personal use, along with your other personal and household goods.
- You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the new (or used) car into the United States after delivery from the foreign dealer.

There is one other set of circumstances under which you might buy a foreign car for shipment to the U.S. and *not* be required to pay the Federal excise tax. In effect, this would be when you are assigned overseas on a permanent change of station, purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped to the U.S. along with your other personal and household goods.

In this instance, you bought the car at the beginning of your tour of duty overseas. Your importation of the car into the U.S. would be "incidental" to your personal use of the car at your overseas station. You would therefore be exempt from the tax.



CREDIT UNIONS

—You Can Join & Save

CREDIT, LIKE LOVE, can be a many splendored thing. At its best, credit is convenient and can provide amenities you couldn't otherwise afford. At its worst, it can be harassing, expensive and even ruinous.

To help confine credit to its more pleasant aspects, the Department of Defense has authorized a source which not only offers loans at reasonable rates but also provides Navymen and Navy civilian employees with a method of saving at very favorable interest rates.

That description fits the Navy credit unions which have offices throughout the United States where there are large concentrations of Navymen and Navy employees.

The common bond which unites all Navy credit unions and their members is employment with the U.S. Navy or assignment to a particular naval activity and a desire for protection against unethical lending practices which the credit union's cooperation with the naval establishment affords.

The Navy's credit unions are built on a firm foundation. Most were chartered under the authority of the Federal Credit Union Act and are supervised and regulated by the Bureau of Federal Credit Unions.

This is not the arrangement under which non-federal credit unions are chartered. Approximately half of these credit unions are chartered under state laws.

Federal credit unions, which are composed exclusively of federal employees (civilian or military) and their families, are authorized space in federal buildings and commanding officers of shore installations can and do provide office space for them.

Nonprofit Institutions

UNLIKE MOST financial institutions, Navy credit unions are not owned by stockholders; so they are not expected to make the kind of profits that keep investors happy. The members are the owners.

This arrangement benefits the borrower and the saver. Larger interest rates (called dividends) can be paid upon savings and lower charges for loans can be made.

The Federal Credit Union Act authorizes federal credit unions to lend money for purchasing cars, making home improvements, meeting tuition bills, consolidating debts, and other provident purposes.

In some cases, credit unions may make larger loans for these purposes than other institutions could probably permit. A credit union, for example, may routinely lend up to 75 per cent on the purchase price of a new car or up to 75 per cent of the current NADA book value on a used car.

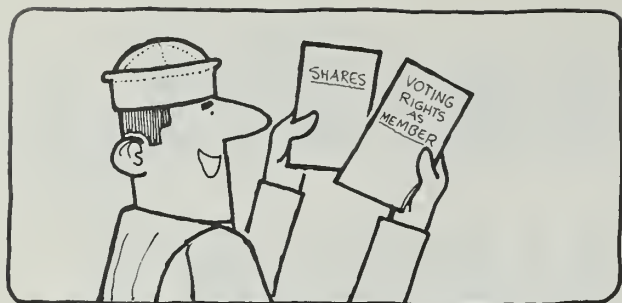
Personal loans (made solely on the signature of the borrower) are limited by law to \$2500. Your credit union savings are acceptable as collateral on loans greater than this amount. Loans can also be made by using a lien-free title to a late model car, boat or trailer as collateral, or upon the signature of a co-maker of the loan.

Interest Rates Vary

INTEREST RATES for loans vary from one credit union to another but no federal credit union may charge more than one per cent per month on the unpaid balance—regardless of the purpose of the loan. This includes all costs involved in making the loan.

The interest charged by most credit unions amounts to from 7/10 of one per cent per month to the maximum (one per cent). About a fifth of the credit unions which charge the maximum rate on loans pay each borrower an annual or semiannual interest rebate





which varies from five per cent to 20 per cent of the yearly interest charge.

This is a feature not found in most commercial lending organizations. All unsecured borrowings from a Navy credit union must be repaid in five years (certain secured loans may be repaid over as many as 10 years) and, contrary to the practices of many lending institutions, you can pay your debt faster than the terms specify. There is no charge for premature amortization and, since interest is charged only on the unpaid balance, you save twice.

The life of each borrower from the credit union is automatically insured in the amount of his loan with no direct cost to the borrower.

This loan protection insurance provides for payment of your loan in case you die or are disabled totally and permanently. Although the amount of the insurance usually is limited by local insurance laws, most loans can be insured from \$5000 to \$10,000.

Borrowers from commercial institutions usually pay from \$.50 to \$1.00 per \$100 borrowed. The free insurance feature alone saves credit union borrowers of \$1000 at least \$5.00 on a 12-month note; \$15 on a 30-month note; or \$20 on a 48-month note.

Credit unions call savings deposits purchasing shares but it still adds up to saving money and the euphemism (if you'll pardon the pun) pays dividends.

Shares are purchased in increments of \$5. Each \$5 share you buy is a unit of savings which earns dividends and makes you a partial owner of the credit union.

You Are Part-Owner

YOUR OWNERSHIP of the credit union by virtue of the share or shares in your possession entitles you to a vote in the annual election of the board of directors and the credit committee provided you attend the shareholders' meeting. All members have equal voting rights regardless of the number of shares owned.

As mentioned before, the ownership of one or more credit union shares also earns dividends for you.

Dividends are a division and distribution of earnings to each share owner. They are calculated on the number of shares owned and the length of time your shares have been in your account.

The board of directors is empowered to declare an annual or semiannual dividend to be paid to the credit union members out of net earnings—that is, the money remaining after regular or special reserves have been set aside. Most credit unions pay between 4.5 and five per cent each year.

If you have made a loan for which your shares are held as security, the pledge shares still earn dividends.

Tax and Insurance Aspects

IT MIGHT BE WELL to interject at this point that, for tax purposes, income from all credit union shares should be reported as interest (not dividends) inasmuch as credit union shares are units of savings rather than capital stock.

Your credit union shares also entitle you to an extra dividend in the form of life savings insurance.

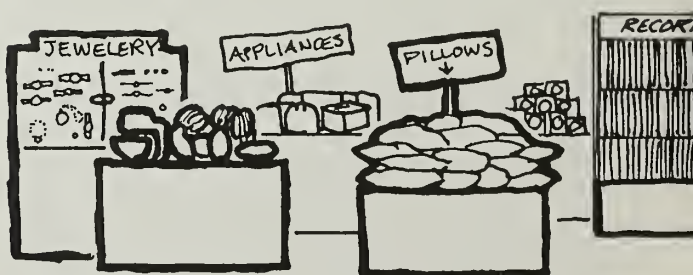
This is an automatic insurance on your life, determined in amount by your share balance, age, health and contractual dollar limits.

If you are insurable, every dollar of your share balance normally earns another dollar of insurance on your life, up to an established maximum—usually \$2000. The amount, however, is determined by the contract between the individual credit unions and their insurance carrier.

Assuming your credit union provides dollar for dollar coverage, the person you have named as beneficiary will receive an amount equal to your share balance in the event of your death. You designate your beneficiary on a special form furnished by your credit union—usually when you make application for membership.

The cost of this type of insurance is paid by your credit union out of operating income. If you were to buy commercial coverage on \$2000 at the age of 20, your annual premium would be approximately \$7.64. As you grow older, commercial rates for group term insurance rise. For example, at the age of 60, you might expect to pay an annual premium of \$69.40 for \$2000 worth of group term insurance.

This type of insurance offered by your credit union increases the effective annual dividend rate declared by the board of directors. Assuming the board declared an annual dividend of 4.6 per cent, the actual dividend rate for \$2000 in shares owned by a 20-year old would be 4.98 per cent per annum. The additional



.38 per cent represents the \$7.64 worth of life insurance earned at no direct cost.

Joint Accounts

ALL FEDERAL credit unions are authorized to establish joint share accounts. This means that you designate your wife, or anyone else, as joint owner of your account.

This is particularly convenient when you are away from home on sea duty. Your wife may withdraw shares on her signature and purchase additional shares as well as receive information concerning transactions and balances on the account.

Joint ownership does not bestow voting or borrowing privileges and joint owners don't earn life savings insurance on their own lives. These benefits are only for those who have what might be called primary membership.

Nevertheless, in the event of the death of the basic owner (you) the joint owner (your wife, for example) can withdraw whatever shares may be in your account without legal complications. (This should not be confused with the payment of the life savings insurance proceeds which are paid to the beneficiary of the account.)

Your wife, if she wishes full credit union benefits, can become a member in her own right and have either her individual account or a joint account with her husband. By becoming a member, the wife can continue to enjoy all of the credit union privileges even after the death of her husband.

Accounts for Your Family

IN ADDITION to naming joint owners to your account, you may open separate accounts for members of your family according to the bylaws of your own credit union. These rules vary in minor details from one credit union to another. As owners of their own accounts, your dependents would be provided life savings insurance coverage equal to their share balances up to the credit union's maximum.

Here again, you may make yourself or you and your wife joint owners of the account.

You may establish an allotment to your credit union for share purchases or loan payments, or both. The Navy Finance Center has assigned a code number to each credit union serving Navy personnel.

At the present time, there are about 95 Navy-sponsored credit unions in the United States. You can consult your base telephone directory for the one located at your facility.

If you don't have the good fortune to be located within driving distance of a Navy credit union, an in-



terested group might want to start the ball rolling and establish one.

The first step is to confer with the legal assistance officer and then, if the project has his blessings, contact the Defense Credit Union Council, 1730 Rhode Island Ave., N.W., Suite 8110, Washington, D.C. 20036, or the Bureau of Federal Credit Unions, Department of Health Education and Welfare, Washington, D.C. 20201.

Membership Eligibility

YOU ARE ELIGIBLE for membership in the Navy Federal Credit Union located in Washington, D. C., if you are an officer on active duty anywhere in the world, or if you are an enlisted man or civilian employee assigned to a Washington, D.C., activity without its own credit union.

Enlisted and civilian personnel stationed in a foreign country or assigned to a ship homeported in a foreign country are also eligible for membership in the Navy Federal Credit Union.

Officers, enlisted Navymen and civilian employees are eligible for membership in any of the other credit unions if they are attached to, or employed by, the activity sponsoring the credit union.

Credit unions have been established for your benefit. They offer low interest on loans, a good return for your savings, and life insurance at no direct cost.

For further information on credit unions at Navy establishments, see your legal assistance officer.





Remember the Equation:

INSTANT CREDIT = INSTANT DEBT

SINCE YOU MOVE around a lot, you generally must establish a new credit standing in each new community. You also must learn in each place which stores and financial institutions are fair and honest.

Another major factor affecting your buying on credit or borrowing, particularly if you are in the lower pay grades, is the limited amount of money you have left each month after paying for housing, food, clothing, and other essentials.

For many, there is very little left over to be set aside as savings or as a cushion against emergencies, or for installment payments.

If you like convenient rules of thumb, a good one is to have at least half a month's pay set aside as a cushion against financial surprises. It's the thing you can't foresee which often causes a money problem—the car breaks down, Junior breaks his glasses, or the plumbing springs a leak. If you have such a cushion, you probably will never have to miss a car payment or similar bill.

Often, the confusion that can arise concerning credit is unnecessary. Next time you want to buy something on credit, ask yourself a few simple questions, like:

- Can I get credit without extra cost? Some stores allow payment in 30, 60, or 90 days without extra charge. Ask the dealer or salesman if he operates under this arrangement.
- Am I already making too many payments? (Be objective. And truthful.)
- Is having the item I want to buy on credit worth the extra cost? (Remember, credit is expensive.)
- Is it worth the extra cost to have that item right now?
- Can I meet the payments each month?

Evaluate the Situation

ABOVE ALL, remember that credit can hurt you as much as help you. Before you take on debts, first add up your fixed expenses. Don't let yourself in for more installment payments than you can afford. It is better to wait and save or to use a charge account on which there is no carrying charge.

The penalties for a Navyman who can't pay his debts or who deliberately defaults on a contracted debt may be more severe than they are for the general public. Failure to pay debts is a military offense, and could lead to disciplinary action—even to court-martial.

Moreover, when a man in the service becomes a

poor credit risk it can damage his entire career; he may not get the security clearance he needs, or that choice assignment he wants.

In the end, a man who overextends his credit winds up with fewer of the material things which he and his family want. Worst of all, the man too deeply in debt has no peace of mind; his efficiency on the job is destroyed, and even his marriage can be soured by financial woes. A survey recently showed that 89 per cent of domestic difficulties resulted from financial problems.

CREDIT CONTRACTS can be tricky—at best, they are hard for the average person to understand. Don't be embarrassed to read the fine print before signing anything. If the salesman tries to rush you, you can bet there's something there he doesn't want you to catch.

Keep in mind that these contracts are drawn up by experts—lawyers with many years of experience in protecting their clients.

There are several things you should know about credit—its cost, for instance. This is the amount you pay over the cash price of an article. You pay this extra money for the privilege of buying on time.

The cost varies according to the amount of credit extended, the length of time it takes to repay the debt, and the source of the credit. You can figure the dollar cost of credit by multiplying the monthly payment by the number of payments, and subtracting the amount financed. The difference will be the cost of credit.

The Cost of Credit

THE COST OF CREDIT is often quoted as a dollar cost. It generally includes interest, loan fees, service and carrying charges, and the cost of checking your credit rating. To estimate the approximate annual rate on the cost of credit in your installment plan, double the quoted dollar cost credit charge and change the figure to a percentage. For example, on a credit charge of \$4 per \$100, the approximate annual rate is eight per cent.

The two most common ways of arriving at finance charges are the add-on and the discount. In the first, the seller, or lender in the case of a loan, adds the charge to the loan. On a loan at the rate of \$4 per \$100, you would receive \$100 and repay \$104. When

the lender uses the discount method, he subtracts the \$4 in advance; you get \$96 in cash, and repay \$100.

A finance charge paid on the unpaid balance of a loan or an amount financed is just what it says it is. You are charged only on the amount you still owe. To find the annual rate, simply multiply the quoted monthly rate by 12.

You can get credit at many different types of places and in different ways. You may want to use one or more of them.

Charge Accounts—Offered by many stores and such other enterprises as oil companies as a convenience to their customers. You merely sign a sales slip each time you buy and pay your bill every month, with no credit charge. When making large purchases, some stores will give you 90 days to pay without carrying charges.

Revolving Charge Accounts—Let you make purchases up to a stated total amount with the understanding that you will be billed periodically, usually monthly. You then have the option of paying the full amount of the bill before the due date or any part thereof, subject to a specified minimum payment. If you pay in installments, a carrying charge is imposed based on the unpaid balance at the time of billing. The carrying charge usually ranges from one to one and one-half per cent per month.

Installment Contracts—Frequently used for larger purchases, such as refrigerators and television sets, or furniture and carpeting. Usually you must make a down payment and sign a contract for the balance of the purchase price. The add-on method of charging interest is often used and the corresponding annual rates generally run from 12 per cent up. Although you can use the things you buy while you are paying for them on an installment contract, you don't own them until the debt is settled.

Cash Loans—Banks, credit unions, savings and loan associations, small loan companies and pawnshops all lend cash—at a price, of course.

As we have seen, credit is relatively easy to obtain. In this way, it can be your servant. Sometimes, however, it can get you into trouble. When this happens, you have let credit become your master.

If you are head over heels in debt, you should seek the advice of your legal assistance officer. He can tell you what your rights are and suggest a workable plan for saving your credit and, possibly, your career.

Many Navymen believe that if they get too deeply

in debt they can be bailed out by the Soldier's and Sailor's Civil Relief Act. This is a popularly held conception, but it just isn't so. The act is designed to help those who acquired debts before they came in the service and who can no longer meet their obligations because their income was reduced.

Solutions to Debt Problems—Good and Bad

ONE OF THE ways to extricate yourself from the debt problem, other than finding a way to increase your income, is to write to each of your creditors and tell them you are having difficulty in making payments and suggest that the contract time be extended and payments be made smaller. If they agree you probably will have to pay more interest and charges but your debt will become manageable and your creditors have evidence of your good faith and intention to pay your just debts.

You may have seen newspaper ads saying "Debt Adviser—Pay Off Your Debts Without a Loan." These debt advisers generally only aggravate the debtor's problem by obligating him to pay one more debt—the fee charged for the service rendered. If you need to reduce your monthly obligations on a pro rata basis you should contact your legal assistance officer. In this way, you may be able to arrange a voluntary agreement with creditors to take a pro rata portion of the monthly payments due until you are financially back on your feet.

If this cannot be done, the legal assistance officer can give advice concerning the wage earner bankruptcy plan. Under this plan, a person may take up to three years to pay off his indebtedness. The plan is binding on all creditors if a majority of the creditors, by dollar amount, vote in favor of a repayment plan proposed by the debtor which is acceptable to the court. Under this plan, all debts are paid in full.

In addition to the wage earner plan, the legal assistance officer can provide information about filing a regular bankruptcy petition. For some debtors, this may be the only logical solution.

Navymen have the same legal right as any other persons to file a petition in bankruptcy. However, it might be well to bear in mind that the circumstances leading to the bankruptcy of a serviceman are considered by the Navy as they may reflect adversely on the qualifications of the petitioner for positions of responsibility and security clearance.

Another way to get relief is to negotiate a consolidation loan. If you do this you may be able to pay off your other debts and have a single lower monthly payment. Remember this actually will cost you more in the long run, since you will be paying more interest and even interest on interest. Any kind of re-financing plan should be reviewed by your legal assistance officer before you agree to it.

Some people solve their debt problems with a second mortgage on their homes. Since the lender of a second mortgage has less of a claim on the security (the property) than the first mortgage holder, his interest rate is much higher.

Whichever of these steps you follow in trying to straighten out a financial problem, the worst thing you can do is succumb to the temptation of acquiring new debts before you are square with old ones.



HOW TO FIND

THE COST OF

The values in this table have been calculated

DO YOU WANT
TO KNOW HOW MUCH
INTEREST YOU ARE
ACTUALLY PAYING?

IF YOU DO, APPLY
THIS EXAMPLE TO YOUR
CREDIT SITUATION:

Say the total amount of your loan
to be financed is \$250.00

Your finance charge (the amount
you pay minus the amount you
receive) is 38.00

The number of your monthly pay-
ments is 24.

Number of level monthly payments	Approximate annual rate											
	5%	5½%	6%	6½%	7%	7½%	8%	9%	10%	11%	12%	13%
1	\$ 0.40	\$ 0.44	\$ 0.48	\$ 0.52	\$ 0.56	\$ 0.60	\$ 0.65	\$ 0.71	\$ 0.79	\$ 0.88	\$ 0.96	\$ 1.04
2	.59	.66	.72	.78	.84	.91	.97	1.06	1.19	1.31	1.44	1.57
3	.79	.88	.96	1.04	1.13	1.21	1.29	1.42	1.59	1.76	1.92	2.09
4	.99	1.10	1.20	1.31	1.41	1.51	1.62	1.78	1.99	2.20	2.41	2.62
5	1.19	1.32	1.44	1.57	1.69	1.82	1.95	2.13	2.39	2.64	2.89	3.15
6	1.39	1.54	1.68	1.83	1.98	2.13	2.27	2.49	2.79	3.08	3.38	3.68
7	1.59	1.76	1.93	2.09	2.26	2.43	2.60	2.85	3.19	3.53	3.87	4.21
8	1.79	1.98	2.17	2.36	2.55	2.74	2.93	3.21	3.60	3.98	4.36	4.74
9	1.99	2.20	2.41	2.62	2.83	3.05	3.26	3.57	4.00	4.43	4.85	5.28
10	2.19	2.42	2.65	2.89	3.12	3.35	3.59	3.94	4.41	4.88	5.35	5.82
11	2.39	2.64	2.90	3.15	3.41	3.66	3.92	4.30	4.81	5.33	5.84	6.36
12	2.59	2.87	3.14	3.42	3.69	3.97	4.25	4.66	5.22	5.78	6.34	6.90
13	2.79	3.09	3.39	3.68	3.98	4.28	4.58	5.03	5.63	6.23	6.84	7.44
14	2.99	3.31	3.63	3.95	4.27	4.59	4.91	5.39	6.04	6.69	7.34	7.99
15	3.20	3.54	3.88	4.22	4.56	4.90	5.24	5.76	6.45	7.14	7.84	8.53
16	3.40	3.76	4.12	4.48	4.85	5.21	5.58	6.13	6.86	7.60	8.34	9.08
17	3.60	3.98	4.37	4.75	5.14	5.52	5.91	6.49	7.27	8.06	8.84	9.63
18	3.80	4.21	4.61	5.02	5.43	5.84	6.25	6.86	7.69	8.52	9.35	10.19
19	4.01	4.43	4.86	5.29	5.72	6.15	6.58	7.23	8.10	8.98	9.86	10.74
20	4.21	4.66	5.11	5.56	6.01	6.46	6.92	7.60	8.52	9.44	10.37	11.30
21	4.41	4.88	5.35	5.83	6.30	6.78	7.26	7.97	8.94	9.90	10.88	11.85
22	4.62	5.11	5.60	6.10	6.60	7.09	7.59	8.35	9.36	10.37	11.39	12.41
23	4.82	5.33	5.85	6.37	6.89	7.41	7.93	8.72	9.77	10.84	11.90	12.97
24	5.02	5.56	6.10	6.64	7.18	7.73	8.27	9.09	10.19	11.30	12.42	13.54
25	5.23	5.79	6.35	6.91	7.48	8.04	8.61	9.47	10.62	11.77	12.93	14.10
26	5.43	6.01	6.60	7.18	7.77	8.36	8.95	9.84	11.04	12.24	13.45	14.67
27	5.64	6.24	6.85	7.46	8.07	8.68	9.29	10.22	11.46	12.71	13.97	15.24
28	5.84	6.47	7.10	7.73	8.36	9.00	9.64	10.60	11.89	13.18	14.49	15.81
29	6.05	6.70	7.35	8.00	8.66	9.32	9.98	10.97	12.31	13.66	15.01	16.38
30	6.25	6.92	7.60	8.28	8.96	9.64	10.32	11.35	12.74	14.13	15.54	16.95
31	6.46	7.15	7.85	8.55	9.25	9.96	10.67	11.73	13.17	14.61	16.06	17.53
32	6.66	7.38	8.10	8.82	9.55	10.28	11.01	12.11	13.59	15.09	16.59	18.11
33	6.87	7.61	8.35	9.10	9.85	10.60	11.36	12.49	14.02	15.57	17.12	18.69
34	7.08	7.84	8.61	9.37	10.15	10.92	11.70	12.88	14.45	16.05	17.65	19.27
35	7.28	8.07	8.86	9.65	10.45	11.25	12.05	13.26	14.89	16.53	18.18	19.85
36	7.49	8.30	9.11	9.93	10.75	11.57	12.40	13.64	15.32	17.01	18.71	20.43
37	7.70	8.53	9.37	10.20	11.05	11.89	12.74	14.03	15.75	17.49	19.25	21.02
38	7.91	8.76	9.62	10.48	11.35	12.22	13.09	14.41	16.19	17.98	19.78	21.61
39	8.11	8.99	9.87	10.76	11.65	12.54	13.44	14.80	16.62	18.46	20.32	22.20
40	8.32	9.22	10.13	11.04	11.95	12.87	13.79	15.19	17.06	18.95	20.86	22.79
41	8.53	9.45	10.38	11.32	12.25	13.20	14.14	15.57	17.50	19.44	21.40	23.38
42	8.74	9.69	10.64	11.60	12.56	13.52	14.50	15.96	17.94	19.93	21.94	23.98
43	8.95	9.92	10.89	11.87	12.86	13.85	14.85	16.35	18.38	20.42	22.49	24.57
44	9.16	10.15	11.15	12.15	13.16	14.18	15.20	16.74	18.82	20.91	23.03	25.17
45	9.37	10.38	11.41	12.44	13.47	14.51	15.55	17.13	19.26	21.41	23.58	25.77
46	9.58	10.62	11.66	12.72	13.77	14.84	15.91	17.53	19.70	21.90	24.13	26.37
47	9.79	10.85	11.92	13.00	14.08	15.17	16.26	17.92	20.15	22.40	24.68	26.98
48	10.00	11.09	12.18	13.28	14.39	15.50	16.62	18.31	20.59	22.90	25.23	27.58
49	10.21	11.32	12.44	13.56	14.69	15.83	16.98	18.71	21.04	23.39	25.78	28.19
50	10.42	11.55	12.70	13.84	15.00	16.16	17.33	19.10	21.48	23.89	26.33	28.80
51	10.63	11.79	12.95	14.13	15.31	16.50	17.69	19.50	21.93	24.40	26.89	29.41
52	10.84	12.02	13.21	14.41	15.62	16.83	18.05	19.89	22.38	24.90	27.45	30.02
53	11.05	12.26	13.47	14.69	15.92	17.16	18.41	20.29	22.83	25.40	28.00	30.64
54	11.26	12.49	13.73	14.98	16.23	17.50	18.77	20.69	23.28	25.91	28.56	31.25

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BORROWING

and by the actuarial or annuity method which conforms to U. S. rule.

STEP 1- Divide the finance charge by the total amount to be financed and, in each case, multiply by 100. This enables you to find the figures in the rate table below since it gives the finance charge on each \$100 to be financed. In other words, in this example, \$38 divided by \$250 times 100 equals \$15.20 (that is, the finance charge for each \$100 is \$15.20).

$$\begin{array}{r} .152 \\ 250 \overline{) 38.000} \\ \underline{250} \\ 1300 \\ \underline{1250} \\ 500 \\ \underline{500} \\ 0 \end{array} \quad .152 \times \$100 = \$15.20$$

STEP 2- Follow down the left-hand column of the table to the line showing the number of months you will pay back your loan, in this case 24 months. Follow across this line until you find the two numbers between which the finance charge of \$15.20 falls. In this example, \$15.20 falls between \$14.66 and \$15.80. Reading up between the two columns of figures you will see that the annual percentage rate is 14 per cent.

THE ANNUAL PERCENTAGE rate is the rate appearing at the head of the two columns between which the finance charge falls. If the finance charge per hundred falls exactly on one of the amounts listed, use the lower percentage rate. (That is, the percentage to the left of the column in which the amount ap-

(Finance charge for each \$100 of balance to be financed)

13%	14%	15%	16%	18%	20%	22%	24%	26%	28%	30%	33%	36%
\$ 1.12	\$ 1.21	\$ 1.29	\$ 1.42	\$ 1.58	\$ 1.75	\$ 1.92	\$ 2.08	\$ 2.25	\$ 2.42	\$ 2.62	\$ 2.88	\$ 3.12
1.69	1.82	1.94	2.13	2.38	2.63	2.88	3.14	3.39	3.64	3.95	4.33	4.71
2.26	2.43	2.59	2.85	3.18	3.52	3.86	4.20	4.53	4.87	5.30	5.80	6.31
2.83	3.04	3.25	3.57	3.99	4.41	4.84	5.26	5.69	6.11	6.65	7.29	7.93
3.40	3.65	3.91	4.29	4.80	5.31	5.82	6.34	6.85	7.37	8.01	8.79	9.57
3.97	4.27	4.57	5.02	5.61	6.21	6.81	7.42	8.02	8.63	9.39	10.30	11.22
4.55	4.89	5.23	5.75	6.43	7.12	7.81	8.51	9.20	9.90	10.77	11.83	12.88
5.13	5.51	5.90	6.48	7.26	8.03	8.82	9.60	10.39	11.18	12.17	13.36	14.57
5.71	6.14	6.57	7.22	8.08	8.95	9.83	10.70	11.58	12.47	13.58	14.92	16.27
6.29	6.77	7.24	7.96	8.91	9.88	10.84	11.81	12.79	13.77	15.00	16.48	17.98
6.88	7.40	7.92	8.70	9.75	10.80	11.86	12.93	14.00	15.08	16.43	18.06	19.71
7.46	8.03	8.59	9.45	10.59	11.74	12.89	14.05	15.22	16.40	17.87	19.66	21.46
8.05	8.66	9.27	10.20	11.43	12.67	13.93	15.18	16.45	17.72	19.33	21.26	23.22
8.64	9.30	9.96	10.95	12.28	13.62	14.97	16.32	17.69	19.06	20.79	22.88	25.00
9.23	9.94	10.64	11.71	13.13	14.57	16.01	17.47	18.93	20.41	22.27	24.52	26.79
9.83	10.58	11.33	12.46	13.99	15.52	17.06	18.62	20.19	21.76	23.75	26.16	28.60
10.43	11.22	12.02	13.23	14.85	16.48	18.12	19.78	21.45	23.13	25.25	27.82	30.42
11.03	11.87	12.72	13.99	15.71	17.44	19.19	20.95	22.72	24.51	26.76	29.50	32.26
11.63	12.52	13.41	14.76	16.58	18.41	20.26	22.12	24.00	25.89	28.28	31.18	34.12
12.23	13.17	14.11	15.54	17.45	19.38	21.33	23.30	25.28	27.29	29.81	32.88	35.99
12.84	13.82	14.82	16.31	18.33	20.36	22.41	24.49	26.58	28.69	31.36	34.60	37.88
13.44	14.48	15.52	17.09	19.21	21.34	23.50	25.68	27.88	30.10	32.91	36.32	39.78
14.05	15.14	16.23	17.88	20.09	22.33	24.60	26.88	29.19	31.53	34.48	38.06	41.70
14.66	15.80	16.94	18.66	20.98	23.33	25.70	28.09	30.51	32.96	36.05	39.81	43.63
15.28	16.46	17.65	19.45	21.87	24.32	26.80	29.31	31.84	34.40	37.64	41.58	45.58
15.89	17.13	18.37	20.24	22.77	25.33	27.91	30.53	33.18	35.85	39.23	43.36	47.54
16.51	17.80	19.09	21.04	23.67	26.34	29.03	31.76	34.52	37.31	40.84	45.15	49.52
17.13	18.47	19.81	21.84	24.58	27.35	30.15	33.00	35.87	38.78	42.46	46.95	51.51
17.75	19.14	20.53	22.64	25.49	28.37	31.28	34.24	37.23	40.26	44.09	48.77	53.52
18.38	19.81	21.26	23.45	26.40	29.39	32.42	35.49	38.60	41.75	45.73	50.60	55.54
19.00	20.49	21.99	24.26	27.32	30.42	33.56	36.75	39.97	43.24	47.38	52.44	57.58
19.63	21.17	22.72	25.07	28.24	31.45	34.71	38.01	41.36	44.75	49.05	54.29	59.63
20.26	21.85	23.46	25.88	29.16	32.49	35.86	39.28	42.75	46.26	50.72	56.16	61.70
20.90	22.54	24.19	26.70	30.09	33.53	37.02	40.56	44.15	47.79	52.40	58.04	63.78
21.53	23.23	24.94	27.52	31.02	34.58	38.18	41.84	45.56	49.32	54.09	59.93	65.87
22.17	23.92	25.68	28.35	31.96	35.63	39.35	43.14	46.97	50.86	55.80	61.83	67.98
22.81	24.61	26.42	29.18	32.90	36.69	40.53	44.43	48.39	52.41	57.51	63.75	70.11
23.45	25.30	27.17	30.01	33.85	37.75	41.71	45.74	49.82	53.97	59.24	65.68	72.25
24.09	26.00	27.92	30.85	34.80	38.82	42.90	47.05	51.26	55.54	60.97	67.62	74.40
24.73	26.70	28.68	31.68	35.75	39.89	44.09	48.37	52.71	57.12	62.72	69.57	76.56
25.38	27.40	29.44	32.52	36.71	40.96	45.29	49.69	54.16	58.70	64.47	71.53	78.74
26.03	28.10	30.19	33.37	37.67	42.05	46.50	51.03	55.63	60.30	66.24	73.51	80.94
26.68	28.81	30.96	34.22	38.63	43.13	47.71	52.36	57.09	61.90	68.01	75.50	83.14
27.33	29.52	31.72	35.07	39.60	44.22	48.93	53.71	58.57	63.51	69.80	77.50	85.36
27.99	30.23	32.49	35.92	40.58	45.32	50.15	55.06	60.06	65.13	71.60	79.51	87.60
28.65	30.94	33.26	36.78	41.55	46.42	51.38	56.42	61.55	66.76	73.40	81.53	89.85
29.31	31.66	34.03	37.64	42.54	47.53	52.61	57.78	63.05	68.40	75.22	83.57	92.11
29.97	32.37	34.81	38.50	43.52	48.64	53.85	59.15	64.56	70.05	77.04	85.61	94.38
30.63	33.09	35.59	39.37	44.51	49.75	55.09	60.53	66.07	71.70	78.88	87.67	96.67
31.29	33.82	36.37	40.24	45.50	50.87	56.34	61.92	67.59	73.37	80.72	89.74	98.96
31.96	34.54	37.15	41.11	46.50	51.99	57.60	63.31	69.12	75.04	82.58	91.82	101.28
32.63	35.27	37.94	41.99	47.50	53.12	58.86	64.70	70.66	76.72	84.44	93.91	103.60
33.30	36.00	38.72	42.87	48.50	54.26	60.12	66.11	72.20	78.41	86.31	96.01	105.94
33.98	36.73	39.52	43.75	49.51	55.39	61.40	67.52	73.75	80.10	88.19	98.13	108.29

10%

34% 19% 28% 15% 30%

5%



THE MONEY YOU SPEND on food undoubtedly accounts for much of the cash you receive on payday—that is, if you are a family man.

Although food represents a sizable expenditure from your income, it is money well spent for the nutrition you buy is frequently a deciding factor between good, bad or indifferent health for you, your wife and your children.

Inasmuch as food is so important, married Navymen would do well to know some of the basics concerning wise food purchases. Those who do will recognize some of their wife's food purchasing problems and, perhaps can generate some ideas of their own on how to obtain more nutritional value for less money.

Food for Thought

Here are a few pointers on cutting the cost of food:

- Buy most of your food at the commissary. If there is more than one in your area and they are approximately the same distance, you may find one cheaper than the other.
- Check the weekly specials in your local supermarkets. Sometimes you may find some items which are cheaper than in the commissary.
- Compare costs of food in fresh, frozen or canned form. See which gives you the most for your money. You may have to test several kinds before you will find the brand and the form which give you the greatest quantity and quality for the money.
- Take advantage of seasonal abundances. Radio, television and newspapers will call attention to foods in plentiful supply. Generally, the foods will be at the peak of quality and may well be offered at lower prices.
- Limit your perishable food purchases to amounts that can be used while they are at their best quality.
- Prevent food waste by proper storage and by employing storage and cooking methods that conserve nutrients. Learn how to use leftovers.
- Consider your family's preferences. Needless to say, thrifty food buys only pay off when your family eats and enjoys the food.

In addition to the cost of food, other important points to be considered are the quality and types of food.

Here are some basic pointers on nutrition and how

KEEP A TRIM

you can put it to work for your family. Make sure your daily meals include the key nutrients in these food groups:

Milk, cheese, milk products and ice cream—Milk is the leading source of calcium in our diets and unless you use it regularly, you may find you are getting insufficient calcium for your needs. (Calcium, of course, is needed to build bones and teeth, and generally maintain muscle tone.) In addition, milk also provides high-quality protein, riboflavin, and vitamin A.

Meat, poultry, fish, eggs, dry beans, peas and nuts—These foods supply protein needed to build and repair all body tissues—muscle, blood, skin and hair, etc. Protein also provides your body with energy and a source for the formation of antibodies in the blood to fight infection. Foods in these groups also contain iron and the B-vitamins.

Vegetables and fruits—These are mainstay sources of many vitamins and minerals, especially vitamins C and A. Vitamin C is needed for healthy gums and body tissues. Vitamin A is needed for growth, normal vision, and a healthy condition of skin and other body surfaces.

Flour, cereal, baked goods—Foods from this group furnish protein and, if they are either whole grain, enriched or restored, they also supply iron and several of the B



vitamins, notably thiamine, riboflavin and niacin. Iron is needed to make red cells and help the cells use oxygen. The B vitamins contribute to steady nerves, normal appetite, good digestion, and healthy skin.

More Value for Your Money

WITH THESE BASICS in mind, we might proceed to list a few suggestions on how you may receive more food value for your dollars.

- When you buy meat, consider the amount of lean meat in the cut as well as the cost per pound. Some cuts contain large amounts of bone, gristle and fat waste. For example, ground beef and beef short ribs may cost the same per pound but you will get more meat for your money with ground beef. Bacon, which is largely fat, is perhaps one of the most expensive foods you can



FOOD BUDGET

buy in terms of protein value. It contains very little.

You would do well to look for a government inspection stamp when buying meat. This shows that meat is inspected and passed for wholesomeness and that it is processed under strict sanitary conditions.

Best guides for selecting meats are the grade stamps which appear on most retail beef, veal and lamb.

Good beef can be distinguished from inferior grades by its color. It should be bright red and have a fine grain and marbled effect produced by veins of fat. Good veal, on the other hand, has a light grayish appearance, a fine grain and a thin layer of fat outside with no marbling. Lamb is firm with a fine grain and good color. Pork should be reddish pink, have a fine grain and a marbled effect.

Remember that lower priced meats are usually as nutritious as more expensive cuts. Canned meats are economical and easy to use and fish provides variety and an abundance of protein.

- Poultry is usually reasonably inexpensive and also provides a change on the meat course. Broad bodied birds are better than those with narrow bodies because they offer more flesh in proportion to bone.

- Eggs are usually less expensive than many foods in the meat group and are a fine source of nutrients.



The same is true of dry beans and peanut butter.

- When you buy bread, choose the loaf for weight and food value, not for its size. Look for bread that is whole-grain or enriched. Many stores offer day-old bread at reduced prices. Most people can distinguish little or no difference and, for those who eat a lot of bread, the savings are considerable.

- Buy packaged cereals or any other packaged food by weight—not by the size of the package. To compare prices, first look for the weight listed on the label and note the price. Then figure the cost.

- Nonfat dry milk and evaporated milk, when reconstituted, cost considerably less per quart than whole fluid milk and the dry milk supplies comparable amounts of calcium and protein. While you may not like it as a beverage, it serves quite well for cooking and baking.



What's more, it doesn't need to be reconstituted before using. You will find a glass of whole milk may cost as much as three times that of nonfat dry milk.

- When buying canned products, choose the type of pack or grade that is appropriate to your cooking method. For example, a can of solid white tuna costs more than the same size can of grated light meat tuna. You may prefer the solid pack for a salad and the grated pack for casseroles and sandwich fillings.

- The amount of time and the pleasure a Navy wife gets from cooking will, of course, have a large bearing on whether you buy convenience foods (already prepared dinners and brown-'n'-serve items, for example). Compare prices and see whether it pays you to prepare a meal from basic ingredients.

There are a number of pamphlets which are available to you upon request and payment of a nominal sum through the U.S. Government Printing Office. Here is a partial list which you can use as a starter:

Family Food Budgeting for Good Meals and Good Nutrition—This pamphlet lists five family food plans, including an economy plan, two low-cost plans, one moderate-cost plan and one liberal plan. In addition, this pamphlet tells briefly what each food does for you—GPO Catalog No. A 1.77:94—price 10c.

Family Fore, Food Management and Recipes—A little more detailed than the previous one, this pamphlet gives you more information on buying and storing food and what each vitamin and mineral does for you. In addition, over 100 recipes are listed. GPO Catalog No. A 1.77:1—price 30c.

Beef and Veal for Family Meals—Since meat often is your main dish, you may find this pamphlet helpful. It shows you exactly what to look for when you shop and gives several thrift points. In addition, there are many recipes. GPO Catalog No. A 1.77:118—price 15c.

Food for the Young Couple—In this pamphlet, you will see how one young couple managed their food budget, including a week's menu. You may find some valuable points here. GPO Catalog No. A 1.77:85—price 10c.

If you would like any of these publications, write the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, enclosing a check or money order for the correct amount made out to Superintendent of Documents.



A Comparison of Spending by Navy Families

There is no set rule which arbitrarily says so much of your income should go to buy food, or so much should go to help pay for your car. If there were such a budget, it probably would not work.

The following tables, adapted from statistics compiled by the Bureau of Labor Statistics, represent the average income (after taxes) and expenditures of men in the armed forces who, during 1960 and 1961, lived in civilian housing. And because they are averages, they will, more than likely, be unrealistic for your income.

Note that, in most cases, the money which goes in each category generally increases in each higher income bracket. Yet on a percentage basis, as seen in the second table, this is not necessarily the case. Therefore, as you move up the advancement ladder and you can earn more money, the amount you set aside for each category will probably increase in amount but may not change very much percentagewise.

Averages, unless taken in their proper perspective, can fool you. For example, of all the military men who took part in this survey, 59 per cent reported an increase in their savings while

41 per cent reported a decrease. But when you see the average savings broken down by family income, you will see the overall average in savings in a new light.

Annual Income (after taxes)	\$3000-3999	\$4000-4999	\$5000-5999	\$6000-7499	\$7500-9999	\$10,000-14,999
Reported Increase in Savings	35%	63%	59%	56%	86%	39%
Reported Decrease in Savings	65%	37%	41%	44%	14%	61%

The point we are trying to make is this: If you want to establish a family budget, don't try to make your income fit these figures precisely. If you do try, your budget may start out fine, but it may end up a failure.

You may, however, find these tables useful as a rough guide for planning purposes, should you be setting up a budget.

There are, of course, many factors which may influence you on how you divide your income—the area in which you live and your part-time interests (such as a hobby) to name but two.

With all this in mind, you might take a look at the tables.

ANNUAL EXPENDITURES IN DOLLARS

(Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	\$3000 to 3999	\$4000 to 4999	\$5000 to 5999	\$6000 to 7499	\$7500 to 9999	\$10,000 to 14,999
Average income after taxes	6336	3469	4477	5395	7013	8771	11,222
Total food expenditures	1203	738	912	1087	1288	1706	1,594
Food prepared at home	947	581	699	919	987	1302	1,304
Food away from home	256	157	213	168	301	404	290
Tobacco and Alcoholic beverages	173	193	96	144	159	200	373
Shelter (rented or owned dwelling)	925	614	750	779	973	1146	1,572
Fuel, light, refrigeration and water	227	150	191	157	222	346	331
Household operations	340	215	257	271	382	494	458
House furnishings and equipment	448	260	472	410	469	450	836
Clothing, clothing services	653	322	469	433	767	973	1,247
Personal Care	162	123	126	124	169	205	284
Dental and miscellaneous care	181	90	87	72	197	385	280
Recreation	276	139	225	167	267	441	525
Reading and Education	117	24	72	48	134	145	470
Transportation (Automobile and Other travel)	1246	1029	962	1209	1507	1189	2,227
Other expenditures	86	27	21	63	102	125	296
Personal insurance	363	115	231	212	309	672	819
Gifts and contributions	219	47	87	99	337	325	665

AVERAGE MONTHLY PERCENTAGE OF EXPENDITURES

(Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	\$3000 to 3999	\$4000 to 4999	\$5000 to 5999	\$6000 to 7499	\$7500 to 9999	\$10,000 to 14,999
Expenditures for current consumption, by Percentage							
Total food expenditures	19.9%	18.8%	19.7%	21.9%	19.4%	21.9%	15.2%
Food prepared at home	15.7	14.8	15.1	18.5	14.9	16.7	12.4
Food away from home	4.2	4.0	4.6	3.4	4.5	5.2	2.8
Tobacco and alcoholic beverages	2.9	4.9	2.1	2.9	2.4	2.6	3.6
Shelter (rented or owned dwelling)	15.3	15.6	16.2	15.7	14.7	14.7	15.0
Fuel, light, refrigeration and water	3.8	3.8	4.1	3.2	3.3	4.4	3.2
Household operations	5.6	5.5	5.5	5.5	5.8	6.3	4.4
House furnishings and equipment	7.4	6.6	10.2	8.3	7.1	5.8	8.0
Clothing, clothing services	10.8	8.2	10.1	8.7	11.6	12.5	11.9
Personal care	2.7	3.1	2.7	2.5	2.5	2.6	2.7
Dental and miscellaneous medical care	3.0	2.3	1.9	1.5	3.0	4.9	2.7
Recreation	4.6	3.5	4.8	3.4	4.0	5.6	5.0
Reading and education	1.9	.6	1.5	1.0	2.0	1.9	4.5
Transportation (Automobile and Other travel)	20.6	26.2	20.7	24.3	22.7	15.2	21.2
Other expenditures	1.4	.7	.5	1.3	1.5	1.6	2.8

LAO Can Aid YOU

EVEN IF YOU ARE an excellent manager of your personal affairs, it is possible for you to encounter legal difficulty somewhere along the home management line. As a Navyman, you can call on an expert and receive free advice in such times of crisis.

The Navy has established billets for Legal Assistance Officers, who are naval officer-lawyers. Each is also a member of the bar of a federal court or the highest court of a state. They are established at naval district



headquarters, naval stations, Marine Corps bases, Marine divisions and aircraft wings and other naval activities where qualified lawyers are available. Legal assistance officers are also usually available on most ships and stations having crews of more than 1000.

Smaller ships or stations with no licensed attorney on board are required to maintain a current list of commands having a legal assistance officer.

Here's a point to remember: If you need legal advice, you may call in person for an interview with your legal assistance officer without going through any chain of command. If you do not know where to find him, your personnel officer or chaplain can tell you.

All matters of legal assistance are treated confidentially. It is a strict rule that such confidential matters will not be disclosed by personnel of the legal assistance office to anyone, except with specific permission—and that disclosures may not lawfully be ordered by any superior naval authority.

The types of cases which legal assistance officers can handle for you include the drawing of wills, powers of attorney, deeds, affidavits, contracts, and many other documents. Matters relating to automobile sales and licenses, and cases where a landlord may be attempting to evict your family during your absence and similar troubles are legitimate reasons for dropping in to see your LAO.

Legal assistance officers also deal with cases of transfer of property, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, insanity, taxation, personal injury, and various cases in which the Soldiers' and Sailors' Civil Relief Act may be invoked for the protection of service personnel or their families.

A Navyman and his dependents may also go to see an

LAO of another military service. For example, a sailor on leave in the midwest, who has a legal problem, may drop in to see the LAO at an Air Force or Army base near his home town.

Navy LAOs are not permitted to represent you as counsel, or appear in person, or by pleadings, in or before civil courts, boards or commissions. This is not to be construed as interfering with the present practice of naval officers who appear in police or criminal courts as legal representatives of the commandant or commanding officer where naval personnel may be involved.

Legal assistance officers, of course, are not permitted to accept any fee. Fees, however, may be charged by members of the civilian bar in cases referred to them by LAOs.

LAOs do not handle matters which should, in their judgment, be handled by private counsel.

In no case will a legal assistance officer act as a collection agency or lend his aid to defeat fair collection or legal enforcement of any just debt or obligation.

Here are a few points to remember if you want to get the most out of this service:

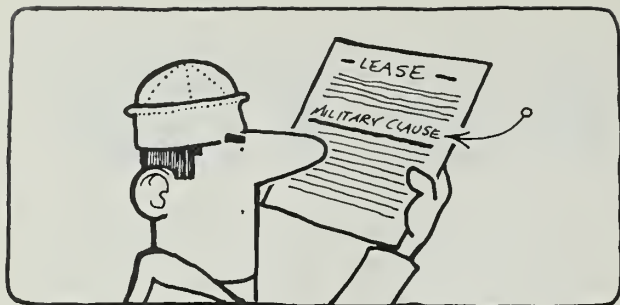
- If in doubt, ask for advice *before* you take action. Advice is more useful than sympathy.
- Talk to your man in person. A telephone conversation is usually unsatisfactory. Your question may be one that cannot be answered immediately.
- Take all the letters, documents and papers with you. Your legal assistance officer prefers to see the papers himself instead of depending upon your recollection.



• If in doubt, see your legal assistance officer. Don't worry about bothering him because your problem is relatively small. Legal problems are sometimes like fires—it's easier to deal with them when they're small.

• Tell both sides of the story, and all of the story. It might be embarrassing to admit you were foolish, but here you are at least protected by the privacy of his office. If you hold out on him, he simply can't act in your best interests.

Legal assistance is, of course, free. If, after talking it over with your legal assistance officer, you decide that a civilian attorney is needed, the attorney will have to be paid, although he will sometimes adjust his fee to fit your financial condition. If you are com-



pletely without funds, Legal Aid or free civilian legal service may usually be found. Legal Aid is normally available only where there is a real need and you are absolutely unable to pay.

When You Pay Rent

IF YOU RENT without signing a lease you usually become a tenant from month to month, and you cannot move nor can the landlord put you out (except for nonpayment of rent or creating a nuisance) without giving the notice required by state law. Details vary from state to state and should be checked in your locality.

This does not mean that the landlord can physically stop you from moving, but it does mean that you can become liable to him for damages suffered as a result of your moving without proper notice and in some states he can hold your furniture until the rent is paid.

A lease is simply a rental contract and binds you and the landlord just as any other contract.

The fact that you are in the armed forces and receive orders requiring you to move does not release you from a lease unless there is a military clause in the agreement. Such a clause generally provides that, upon the receipt of orders, the lease may be ended by the tenant, giving a certain amount of notice to the landlord.

In the absence of such a clause, if you move before the end of the time stated in the lease, you may be sued for damages. Again, states may differ in the amount which may be claimed but they all recognize the right of the landlord to sue you. If the landlord is successful, you may find yourself in the discouraging position of paying rent in two places.

There are a number of points to consider before signing your name to a lease. First of all, the amount of the rent. Rents are usually high in areas near military installations. Don't forget that unless utilities are furnished, you will have that cost in addition to your rent. If, after moving into an apartment or house, you find that you can't afford to pay the rent, that's just too bad. It still isn't good enough reason for breaking your lease.

Look at all the angles before you commit yourself. Inquire about the neighbors, parking spaces for your car, location of schools, churches, bus lines and shopping centers. Inspect the actual property carefully. As a rule, the landlord rents "as is."

You can't always get just what you want, but shop around until you find something that looks as if it might be suitable. Again, the fact that you don't like the place after you move in is no reason for breaking the lease.

Read your lease carefully and don't sign anything you're not prepared to live up to. Make sure there is a "military clause." If the landlord promises you something or agrees to waive a requirement, have it written in the lease. If it isn't, his promise means nothing. If you have any doubts, get advice *before* you sign.

THE FACT THAT you are in the naval service and have no permanent street address in a particular city or state does not affect your rights as a citizen. At the same time, it does not relieve you of the obligations of a good citizen.

The Soldiers' and Sailors' Civil Relief Act of 1940, as amended, may, for example, give you protection from multiple taxation but it does not relieve you of your liability for taxes to the state of your legal residence.

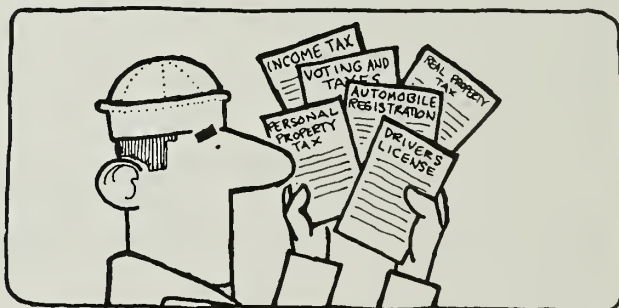
Generally speaking, here's the situation:

Income Tax—Your liability for income tax on your military pay is to your legal residence (home state) only. However, income other than your military pay can be taxed by the state in which it is earned and also by your home state.

Personal Property Tax—You are liable for personal property tax only in your home state. Generally speaking, the husband, as head of the household, is considered to be the owner of the household furnishings. An automobile is personal property but in different jurisdictions may be subject to different types of taxes.

Real Property Tax—Real property tax is, of course, payable only where the property is located. (Real estate is real property.) The fact that you buy a residence in the locality where you are stationed by reason of military orders does not, in itself, determine your legal residence for other tax purposes.

Automobile Registration—You may register your automobile either in your home state or the state in



which you are residing. You are not entitled to register in a third state.

Consider these points also:

- If your auto is registered in your home state, then all the necessary fees, licenses and taxes must be paid to that state. Your operator's permit from your home state must be kept up to date. You may be required to obtain a special plate or sticker in the locality where you are living. This is normally free or available for a small handling charge.

- You may register your auto, if you wish, in the state where you are residing because of military orders. If you do, you must normally comply with the local (city or county) registration laws, get an operator's permit from that state, and comply with the usual inspection, insurance and other laws. Although

the act of registration does not automatically make you liable for local taxes, some states impose an excise tax for the privilege of registration. This must be paid if you wish to register your car in the state.

Voting and Taxes—The right to vote is usually restricted to “residents” of a state—the term “resident” in this case being synonymous with “citizen.” However, if you are a citizen of a state, you are also responsible for paying its taxes.

A few states will permit military personnel to vote without incurring tax liability if they have the required actual residence; this, however, should be carefully investigated beforehand. It is generally better to vote by absentee ballot in your state of domicile.

The Soldiers’ and Sailors’ Civil Relief Act does not apply to your dependents. If your wife has an income or owns personal property in her own right (such as an automobile or jewelry), she is liable for local taxes. She must in most instances get a local automobile operator’s permit and register the car locally if she holds title to it.

Usually, if the car is owned jointly, it must be registered locally. The domicile of your wife generally follows yours, but for tax purposes she is generally considered a separate entity. Therefore, she may be liable for income, personal property and other taxes when you are not. Her share of jointly owned property may be taxed locally.

Residence and domicile of service people are complicated and frequently confusing problems. Very generally speaking, “residence” means the place where you are actually living. “Domicile” or “legal residence” means the “home state” or state of which you are a citizen. It is legally impossible not to have a domicile or to have two.

Tax laws are usually based on actual residence or presence in the state, which is the primary reason for one of the important sections (514) of the Soldiers’ and Sailors’ Civil Relief Act. Without the Act, you could conceivably be taxed by two or more states in one year because you were living there on the day taxes were assessed.

The fact that you may consider yourself exempt from local taxation does not mean that the local authorities cannot question you concerning your liability. If this happens, cooperation will usually do you more good than harm.

If you feel that you are being unlawfully taxed, contact the Taxation Branch, Legal Assistance and Taxation Division, Office of the Judge Advocate General, or your local LAO. If it is necessary to pay a tax before the question is resolved, pay it “under protest.” If you refuse to pay, or refuse to file a return, you may be liable for criminal penalties.



Various states and localities will handle these problems in different ways. When you are transferred to a new duty station, you would be wise to inquire about local conditions as soon as possible.

Business Transactions

THE LAW in a specific jurisdiction on a particular set of facts can usually be determined. The really important thing for you to do is be able to recognize and avoid problems which may involve you.

It is always dangerous to attempt to generalize and oversimplify a complicated and technical field. The following suggestions, however, are presented as guidelines which are too often ignored.

- Insist on all business dealings being carried on in a business-like manner.

There is a tendency, by almost everyone, to accept the word of a perfect stranger at its face value, or to accept a vague, general statement without really knowing what is meant. To accept the word of your friends as binding is a normal and proper procedure. To do the same thing when you are buying a car or a refrigerator or leasing an apartment, however, is simply not good business.

Business transactions should be perfectly clear. All rights and liabilities should be clearly understood by both parties. If you don’t understand the mechanics or effect of a transaction, you should never hesitate, for fear of embarrassment, to ask questions. If the person with whom you are dealing can’t, or won’t, answer your questions, or tries to put you off with double talk or jargon, proceed with extreme caution.

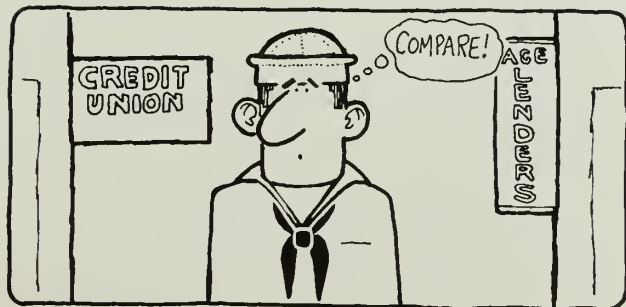
Closely connected to this admonishment is the old problem of signing the blank form. No matter how honest you believe the other party to be, signing in blank is a dangerous practice.

- Always read completely and carefully anything you sign, before you sign it.

Some contracts need not be in writing. As a matter of practice, however, most of them are. Many people will sign a lease, conditional sales contract, purchase contract or other document without the slightest idea of what is included in the fine print. The fact that you did not read an agreement before you signed it is usually no defense.

- If you are entering into a written contract, insist that all the terms and agreements be written down.

Suppose you have read and understood an agreement but want clarification or an additional clause? Don’t take the word of the other party that your additional clause need not be written into the agreement. As a general principle, oral agreements do not modify the terms of a written document, and this may even be set forth in the agreement itself. You run the addi-



tional risk of having to recall, at some future date, just exactly what the oral agreement was. If it's written, there is no question.

- When you are planning to take some action, think ahead and try to visualize the possible complications or results of your proposed action.

Elementary? Of course. But people will continue to sign a year's lease when they know they will be transferred in six months. Or they will contract to buy \$300 worth of books they won't read and when they know they can't afford them.

Planning for Contingencies (Emergencies)

THE PERSON WITH the fixed income may think he can budget down to the penny. He frequently forgets to take into account such contingencies as accidents, sickness, family difficulties, additional children, or expense incident to transfer or leave.

When these problems do occur—and they frequently do—he is confronted with obligations and debts far greater than his income. Usually the only answer is borrowing and thereby incurring further obligations or having the property repossessed after a substantial portion of the purchase price has been paid.

The result is complete financial collapse which in itself creates further problems. The average family should try to set aside at least five per cent of the net income, after taxes, each month.

Look—But Be Wary of Bargains

Be careful about grabbing a big bargain unless you are thoroughly familiar with the merchandise.

Few, if any, business firms are about to give anything away. Federal regulatory agencies manage to keep down actual frauds fairly well. The apparent bargains, however, may frequently be made possible by the sale of off brands, by selling goods that are damaged or workmanship that is inferior, by providing no service, or by giving either no guarantee or a guarantee which is so weasel-worded it has no meaning.

Local Laws and Regulations

Learn the local laws and regulations.

This applies particularly with respect to such matters as automobile registration and licensing, operator's permits, taxation, allowing your dog to run loose, and the like.

This sounds pretty elementary, and it is, yet many people inadvertently run afoul of the law simply because they didn't know about such things. Your local government officials, Division of Motor Vehicles or Legal Assistance Officer can fill you in on this type of information.

- As a general rule, the serviceman in his personal life and dealings stands in the same position as a civilian.

There has been, and still is, a general feeling that the serviceman has some sort of blanket protection in the Soldiers' and Sailors' Civil Relief Act of 1940, and is thereby placed in a position of advantage so far as his contractual and other legal relationships are concerned.

It's true that the Act does provide certain protection for persons entering the service in regard to obli-

gations incurred before entry. It defines the tax liabilities for persons in the service. It protects him against a default judgment when he, because of his service, is unable to protect himself.

It does not provide that an otherwise valid lease may be broken if a serviceman receives transfer orders.

As a practical matter, the career serviceman is affected very little in his day-to-day life by the Act, except for the taxation aspect.

The suggestions outlined here are not new, nor will they prevent legal entanglements, even if followed to the letter.

Some people may not agree with all of them. It's interesting to note, however, that failure to follow some of these basic principles is the direct or indirect cause of about 90 per cent of the average serviceman's legal complications.

ROUNDUP ON RACKETS

Better Look

The vast majority of businessmen you come into contact with are honest and reliable representatives of the community—and are just as interested in protecting you as you are in protecting yourself.

However, no matter what the circumstances, it's important to remember the old precept "Caveat Emptor"—meaning Let the Buyer Beware. With this in mind, ALL HANDS dug into its files for some information on the subject and came up with the following pointers.

EACH YEAR, millions of dollars are taken from unsuspecting citizens by white-collar bandits, get-rich-quick schemers, con men, dishonest business practices and fast-talking salesmen.

All too often, people allow themselves to be separated from their pay because of ignorance, carelessness or gullibility. Don't be a victim. If you're "city-wise," you can follow some basic rules and keep a grip on your cash. In most cases, you can avoid much of the risk of becoming a fall guy, or easy mark, by using common sense.

Below are some suggestions which may help you safeguard your money and other valuables while on leave or liberty and when making a purchase. Some of the examples given are old ones you may have heard before. Others may tip you off to a few of the



more recent approaches used by those who would take your money without giving you a fair return. You probably know of other situations which might appropriately be added to the list.

The point to keep in mind is that there are as many ways to get duped as there are different things to buy.

Let the Buyer (That's You) Beware

MANY NAVYMEN have learned the hard way that it pays to be careful. For example:

You have a small appliance in need of repair. You drop it off at a shop near your present address, and leave instructions for the repaired item to be mailed to you at your new address across town. After some weeks you write the shop, but do not receive an answer. You finally call the shop and are told the item had already been mailed to you, insured. You call at the post office and find

Some merchants use "pullers-in" who rush out to greet you, then get you inside the store where you might be talked into a phoney deal. The puller-in technique is not illegal in itself, but establishments which rely on pressure sales tactics might also be dishonest and could be placed off-limits or out-of-bounds to members of the armed forces. Most legitimate merchants do not use puller-in tactics to get customers.

The Freeze—One popular ploy in recent years has been practiced by some unscrupulous sales promoters who encourage you to buy sides of beef and other meats from their firms, and with the money you save you are able to pay the installments on an expensive freezer, which, incidentally, is usually provided by the same firm. Or, what amounts to the same thing, meaning you are going to pay more than you thought, you subscribe to a food plan that you are told "eliminates the need for shopping." You are supplied with a freezer and are promised that it will be regularly

Twice at a Real Good Price

that the package has finally arrived, and that there is a COD charge of \$25.43 for repairs on the appliance. You had purchased the item new for \$25.00. You also discover that the package had not been insured, as the shop salesman had stated.

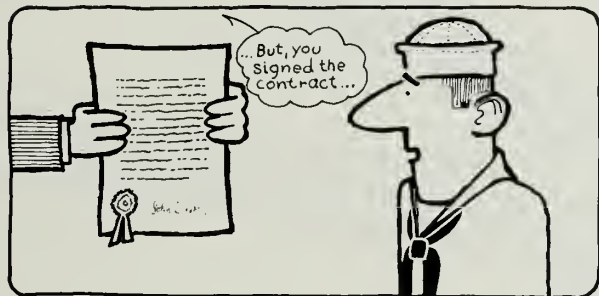
Could happen to anyone? Maybe it could, but the chances you will find yourself in even a relatively minor fix such as this are virtually eliminated when you get an estimate of the cost of repairs *before*

stocked with quality food—all you can eat.

The result may well be that you pay as much for the meat in large quantities as you would be purchasing it in smaller packages, and that there is no saving which could be applied to paying off the freezer. Or, if you subscribe to a home food service, you might end up with a second-hand or reconditioned appliance (you pay for a new one, of course), and for some reason, the food you thought you'd get on a continuing basis isn't as good and isn't as much as told by the fast-talking salesman. Unfortunately, if you sign a contract the chances are you're hooked.

Door-to-Door Deception—Canvassing may be a legitimate approach to business, as legitimate, that is, as the door-to-door salesman wants to make it. Many respectable businesses operate this way, but the rackets are numerous. One woman did well collecting for a charity which did not exist. A young man sold magazine subscriptions by telling people he was the representative of a famous boy's school trying to pay his own way. Those who subscribed never received any magazines. Navajo blankets made in Brooklyn and "Harris tweeds" made of shaggy rayon are other examples of fraudulent items peddled from door to door.

In one type of canvassing racket that has angered Navy families, a salesman wants to give you a baby's high chair, a fancy hassock, a set of encyclopedias



you authorize any work. And, more important, *deal with a reputable outfit.*

What is the criterion to use in determining which business is reputable? The size of the store is not a valid criterion. Some of the best buys are in the smallest stores; some of the biggest profits are sometimes made in the big "quality" stores. The location of a store is not always a valid consideration, either. The only real criterion is the store's reputation, based not on what it advertises, but what you know to be true through previous business dealings by you or your friends. Then use some common sense about what to watch out for.

What to Watch Out For

The Puller-In—In some places you can set yourself up as a sucker simply by pausing to look in a store window.



or some other item. He doesn't want you to buy it, just to try it out. All you have to do, he says, is sign a receipt for the article, and if you don't want to keep it he'll be back in a week to pick it up. Several weeks pass. You don't want the item, so you write, asking the sales office to send someone over to take it away. Not only does no one appear, you get a bill, along with a statement that the "receipt" you signed was, in fact, a bill of sale.

Mail Order Racketeering—The mail order business is a large and respectable one. However, you can be trapped in a number of lucrative rackets. For example, buying a Swiss watch for \$19.95 (the watch is worth only \$5.00) is one way you can be deceived in this type of fraud. The lure, of course, is the word "Swiss." Some people think that every Swiss watch is a time-honored product. While the country is justly famous for the quality of its fine timepieces, Swiss manufacturers also turn out low-priced versions.

Keep in mind that some unethical firms using the mail order method work from lists of potential dupes or chumps. They pay large sums for such rosters, and one way they get them is to offer you or your wife a free gift if you give them the names of your friends. In effect, you endorse whatever is being peddled, and set your friends up for some very special business.

Know What You Sign

THE FILES of legal assistance officers are full of complaints from servicemen who signed contracts with-

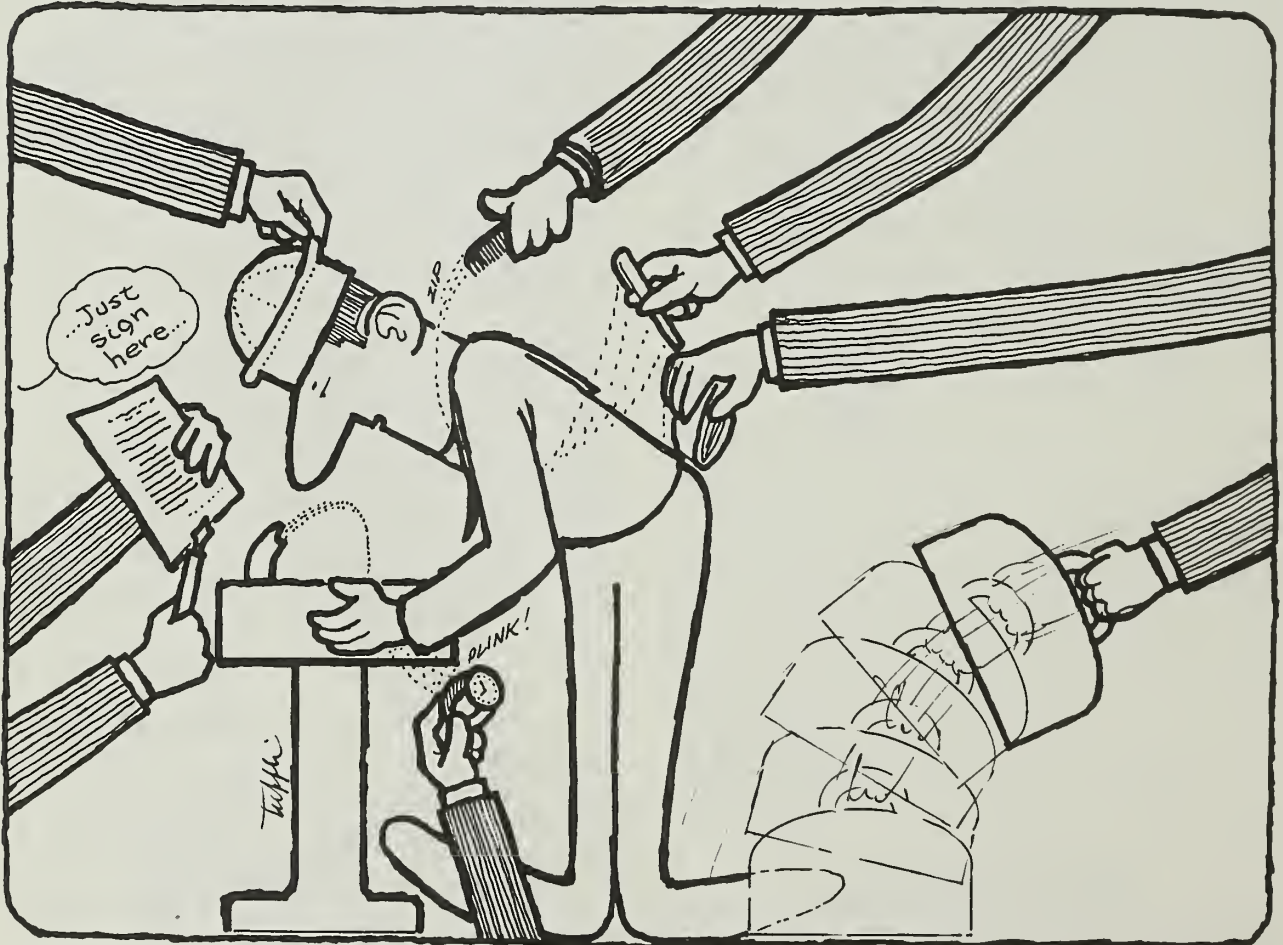
out realizing the extent of the commitments. Once you sign your name to an unfair contract, there is usually nothing the Navy can do to get you off the hook.

For example, say your CO calls you in because a business firm had written to him that you were delinquent in payments on an item you bought on a time contract. You explain that you had indeed stopped payments, because you felt you had been taken in (and had). You agreed to pay \$82.00 for an item you later learned you could have bought for \$44.98. However, the agreement was in writing. You signed a contract, and now a high-pressure firm is applying additional pressure by complaining about your indebtedness to your CO.

Your CO feels that since you allowed yourself to get into such a predicament, you are not the type of man he likes to recommend for advancement. Your forthcoming promotion is shot down, and you are given three months to get your financial affairs in order. Any future complaint might cost you your Navy career.

This is a typically unhappy ending to the story of impulsive buying. You should shop around in reputable stores and compare prices before yielding to that impulse to buy. And then, sign only those agreements you know you can honor. Here's another example:

The Room of Furniture—A furniture store offers a 10-piece living room suite for \$100. Everything you need—



sofa, lamps, chairs, tables, rug and mirror. You inspect the furniture, noting that the sofa is a sectional which comes in three fitted parts. You decide it's a good deal, make a down payment, sign a contract, and arrange to have the set delivered. You learn when you're billed that the price isn't \$100 after all. It is \$200 — the \$100 price didn't include the middle section of the sofa. That piece costs another \$100. Taking another and closer look at the contract you signed, you see that you had agreed to buy the complete set.



Too bad. Unless you can prove misrepresentation amounting to fraud, you must pay the \$200.

Remember that when you sign a contract which will wring you dry financially, there is little your LAO can do. You, the purchaser, can ask the other party to the contract, the seller, for relief from extortionate rates of interest or other exorbitant demands, but every legal right is with the other party. You signed the contract. The assumption is that if you signed it, you must have known what it was all about. There is more on the importance of understanding your contractual agreements in *Buying a Car*, page 20.

The Con Man

THERE ARE countless ways that someone who's in the business of taking your money might catch you napping on your wallet watch. There is one common goal in all swindles—you lose money or something else of value.

One of the oldest rackets in the world is the confidence game. Those who work it range from teenagers upward and are hard to spot. You may try to avoid them, but they will go a long way out of their way not to avoid you.

A con man (or woman) can think of new schemes faster than old ones are exposed. He does not deal only with suckers who are willing to get rich quick by purchasing phoney uranium mines or underwater real estate.

About the only protection you have is caution—be skeptical of any situation that could involve the parting of you and your money. Remember that the con man belongs to an ingenious but hardhearted breed and can think of so many ways to gyp you or steal your money that your best bet is to stay clear of him. And, this is hard to do. For example:

- You're a Navy officer, in uniform, standing in front of a busy railroad station in a large city. A man wearing civilian clothes walks up to you and flashes a wallet-sized folder containing an ID card and a badge.

"Excuse me, sir. I'm a city detective. We're looking for a civilian who's been impersonating a naval officer."

At this point, a second civilian, whom the badge-flasher addresses as "sergeant," joins you. After exchanging pleasantries, the policemen tell you they will have to verify your identification at Naval District headquarters. They agree that a telephone call to the duty officer would probably be sufficient, but they need your wallet with your ID card in it. You wait with the sergeant while the first policeman goes to a nearby phone booth.

In a few minutes, the detective leaves the booth, walks back to where you are standing, hands you your wallet and apologizes for taking your time. "Headquarters says you're OK." The two then disappear into the crowd.

Later, you open your wallet to pay a cab driver, and are stunned to see that you no longer have the \$80 you had that morning. Finally you wise up and report your loss to the real police. You're told, of course, that you are a victim of the confidence game.

- You visit a large city on leave with 14 of your buddies. You check into a commercially-operated military dormitory, and are greeted by a man in uniform who warns you: "There's been a lot of petty thievery going on here. Take this envelope and put your money and valuables in it. Seal it up and give it to me. I'll give it back to you in the morning." You guessed it. When morning comes, the safekeeper and your money have disappeared.

- You're ashore on liberty and are approached by a concerned-looking man who says he is in urgent need of five, 10 or 15 dollars. (Exactly how much depends upon how much he thinks your wallet will bear.) In return, he says, he will give you a valuable ring, a ring that is very dear to him. Only under this most urgent circumstance would he think of parting with it. Since you are in uniform, and he likes men in uniform, he is giving you the first chance to buy it.

Glancing at the size of your ring finger, he reaches into his pocket and pulls out a flasher—a diamond ring with a gold setting. (The pocket he reaches into



depends on the size of your finger. Eight pockets, eight sizes.)

You hand over your money and you have a new ring. Of course, in a few days the ring turns your finger green and the diamond, which never sparkled much in the first place, is clearly a chip of glass. You finally catch on. You paid 10 bucks for a two-dollar ring.

- Another favorite of the small-time con man is



THE CREW of a U. S. ship represents many families who are productive citizens of their communities.

the "inventor" swindle. It takes a longer pitch, but brings in a bigger haul. Here's generally how it works:

The con man approaches you with an item he picked up in a pawn shop. Let's say it's a collapsible safety razor with a mirror attached. He asks your advice on the possibility his invention might be purchased by the armed services.

You show an interest, and before you know it the subject of patents enters the conversation. Naturally, your inventor friend is a little short of cash, so if you stake him to a patent, he will split the proceeds when the product is sold to a manufacturer. If you're the chump he thinks you are, you hand over your dough.

- Another approach to your wallet might be the "need money for transportation" swindle. This one usually is pulled in bus stations and train depots, and might involve a good-looking girl who just arrived in town and is practically broke—she says. The girl desperately needs transportation money for some noble reason, such as to visit a sick brother who is at the Navy hospital, or to see her dying mother who lives in a nearby town. If you're smart, you point the way to the Traveler's Aid Society, which will help her if she really needs help.

Rubies for Rubes

AMONG THE souvenirs and other purchases Navy-men make, some are bargains and others lemons. Prominent in the latter category are "precious" stones.

You don't have to go overseas to buy a worthless stone. You can find them anyplace, or they can find you if you aren't on the lookout for the con man who specializes in them.

Fine, you say, but what do you do when you make liberty in some exotic port and see all the lovely, glittering stones for sale? You know one would make a big hit with the little girl back home. If you're afraid to buy, you might miss a legitimate bargain. On the other hand, you might get stung if you go ahead and make a purchase.

Unless you're an expert, there's probably no way you can know for sure that the diamond, ruby, pearl or other precious-stone you buy is a phoney. But there

are some precautionary steps you can take.

Don't be misled into thinking the person who is selling the stones doesn't know their real value. He may look as though he never read a book in his life, but it's also possible he cut his baby teeth on a ruby crystal or a piece of jade.

If you buy a precious stone at your new duty station, do what you would do in your home town. Buy from a reliable dealer. You can get reliable names by asking at the administrative offices of armed forces service activities, or perhaps at an American consulate or embassy. (Also, remember the gold drain involved in overseas spending. See page 19.)

When you do buy, rather than purchasing a number of inexpensive and inferior items of indifferent quality, you might make out much better by buying a single stone of good quality.

Get a receipt for your purchase. You may find it useful when making customs declarations. Further, know the regulations concerning the import of dutiable goods and know the limits of any free import quota allowable to you as a serviceman. If you go over free import quotas, the duty on the article could be an expense you hadn't counted on.

Finally, use common sense. Don't expect to get real rubies, sapphires, emeralds or diamonds for a song. If a stranger approaches you with a "genuine" diamond, ruby, or what have you, and offers it to you at bargain prices, put two and two together and figure the deal is a phoney. There are exceptions, of course, as a few Navymen who have found true bargains might testify. However, many more "finds" have been bright colored glass.

Do, Don't

HERE ARE some additional suggestions which may help you keep your money in your own pockets and out of the grasp of others:

- Avoid carrying large amounts of cash. When on leave, use traveler's checks which may be purchased at banks and other public establishments. These are

EXPERIENCED NAVYMEN have learned to enjoy liberty without returning to their ship in debt or even broke.



accepted everywhere as readily as cash, and will bring a refund if lost or (Heaven forbid!) stolen.

- Don't be too timid to demand a reasonable accounting of money you pay out for meals, cabfare or other expenses. In a restaurant or bar where you suspect the honesty of the people who serve you, you may courteously announce the denomination of the bill before you hand it over. It may put a kink in a shortchanger's plan to give your bill a fast shuffle.

- Put your change in your pocket or wallet. Don't leave it on the counter. Exposed money has a way of working its way into someone else's pocket.

- When stacking your bills in your wallet, place the larger denominations behind the small bills so that you won't reach for a single and come up with a twenty.

- Be wary of chance acquaintances, male and female. Your meetings may be by design—to get your money.

- Don't take naps in public transportation terminals. Some of the characters who operate in such locations can steal a man's socks without removing his shoes.

- Be on the alert for people who push too much in a crowd. A good-looking girl might do some pushing, and while you are gladly accepting her apology, her light-fingered confederate might be dipping into your wallet pocket.

- Be wary of "tin can shakers." Fake charity workers (not to be confused with legitimate solicitors) plead for funds for nonexistent organizations and put the money into their own pockets. Such operators have been found in bars and restaurants during late hours when the patrons feel bighearted.

- Don't hesitate to notify the shore patrol, armed forces police or city police if you suspect you are being taken. Let the law do any "heavy" work for you. By cooperating with the police, you may help others, as well as yourself.

- Avoid going into known "clip joints."

- Don't buy luxury items in gaudy stores in disreputable shopping areas.

- Make it a point to know if the store you patronize is off-limits or out-of-bounds to members of the armed services. The Better Business Bureau, local banks and friends may be able to give you information on the reliability of a merchant. The armed forces police, shore patrol, or your legal assistance officer also may be of help. Off-limits signs may not be on display. Also, the owner of such a place may not tell you that you should not buy there.

- Don't buy where prices are not marked on goods.

- Be wary of buying in stores that have close-out sales all the time.

- It's safest to buy known brands unless you know the commodity well.

- Test everything that can be tested before buying. Get guarantees in writing. Find out, before buying, if you have the right to a refund if the merchandise proves faulty.

- Look for a price tag on each article shown to you. In some cases, the price printed on the package is higher than the selling price. (This may be particularly true in so-called "discount houses.")

- Familiarize yourself with well-known brand names before buying. Make it a point to distinguish between



SMART SHOPPERS make sure that they receive what they are paying for by buying from reputable concerns.

recent and older models. Furniture styles change, appliances improve from year to year, and watches age. Some old products have parts no longer made.

- Make sure any contract you sign lists the total price, less interest, of the item you buy, whether it is a ring, a car or something else. Everything that should be included in the purchase should be specifically listed in the contract or in an itemized account attached to the contract. Make sure the rate of interest, as well as the total interest charges, is listed separately. The exact number of payments and the exact amount of each should be clearly stated.

- Make sure the contract you sign lists all the obligations as well as promises undertaken by both parties. "He said it was guaranteed for a year," or "He swore it was the genuine imported article," or "He promised to buy it back if it didn't work" all mean exactly nothing, unless in writing, in the signed contract.

- Don't sign anything for unknown door-to-door salesmen, even a receipt or an order for later delivery, unless you have third party adult witnesses to the representations of the seller, and you have carefully read what you sign. Don't give deposits or make commitments, unless the salesman represents a firm you know and shows credentials which satisfy you he is employed by that firm.

- If you are a victim of deceptive advertising, register a complaint with the newspaper, magazine, radio or TV station that carried the ad.

- If a merchant refuses to redress a wrong, report the situation to your legal assistance officer.

- Of course, it's always important to observe the rules of courtesy.

- Finally, don't fall too quickly for the appeal of a bargain. Remember, no merchant is able to give his goods away. And nobody gets something for nothing.

FULL DISCLOSURE FORM (Recommended by DOD)

Everyone who lends money or sells to military personnel is expected to subscribe to a standard of fairness prescribed by the Department of Defense.

Banks and credit unions operating on military installations have a particular responsibility to deal fairly with those assigned to that installation and must conform to the DOD standards of fairness when executing a loan or credit agreement or contract.

The following form can be copied by Navy men or

their local commands to aid in the determination of the true cost of a loan. Those who lend or extend credit to military personnel are expected by DOD to use this form (or a variation of it) as a means of informing servicemen of the true cost of credit.

Regardless of where you go to get a loan, it is to your interest to know what interest you are actually paying.

A copy of this form or its equivalent should be provided to the serviceman in advance of executing the contract, and must be submitted with requests for debt processing assistance.

A. IDENTIFICATION		Date:
1. Purpose of loan or purchase	2. Security for loan	
3. Borrower's name and address	4. Creditor's name and address	
5. Name and address of creditor (if known) to whom the obligation is or will be payable, if other than above.	6. Has creditor any financial ties with, or right of recourse against seller in event of default? Yes <input type="checkbox"/> No <input type="checkbox"/>	

B. CONTRACT TERMS	
1. Quoted cash price of goods or services, or total amount of cash advanced.	\$ _____
2. Ancillary charges from which seller or lender receives no benefit, and which would be paid if this were a cash purchase: taxes, auto license fees; filing or recording fees paid or payable to a public official, etc. a. _____ b. _____ c. _____	\$ _____
Total ancillary charges	\$ _____
3. Total cash delivered price, or total amount of credit extended (1 + 2)	\$ _____
4. Less down payment or trade-in allowance.	(\$ _____)
5. Unpaid cash balance to be financed (3 - 4)	\$ _____
6. Finance charges which benefit the seller or creditor, or entities in which either has an interest. These are charges which would not be made if this were a cash purchase: a. Official fees for filing or recording credit instrument b. Charges for investigating credit worthiness of borrower c. Insurance premiums (life, disability, accident, health, other) d. All other charges for extending credit	\$ _____
Total finance charges	\$ _____
7. Total amount to be repaid, in accordance with terms of agreement (5 + 6)	\$ _____
8. To be repaid in _____ monthly installments, of \$ _____ each, with the first payment to be made on _____ (date).	
9. The finance charges expressed in approximate annual percentage rate (see reverse side and Attachment 8.) All lenders and all sellers who regularly engage in credit sales must complete this item.	%

* Explain on reverse side if amount is to be repaid in other than level monthly payments.

C. CALCULATION OF APPROXIMATE ANNUAL PERCENTAGE RATE *

1. Total finance charges (8, 6) \$ _____
2. Total amount to be financed (8, 5) \$ _____
3. Finance charges per \$100 financed \$ _____
(Divide 1 above by 2 above and multiply the result by \$100).
4. Number of monthly payments (8, 8) _____
5. Determine annual percentage rate by using either:

- a. **DoD Annual Rate Table** This table will give an approximate annual percentage rate based on the actuarial method. These approximate rates will differ from precise calculations by no more than 1/4% at the left end of the table and not more than 1-1/2% at the right end of the table. Read down the left column of the table to the number of monthly payments (4 above). Read across to find between which pair of columns the finance charge per hundred (3 above) falls. Read up and find the approximate annual percentage rate at the head of the pair of columns, %
- or -
- b. **A More Precise Actuarial Calculation** based on standard annuity tables. %

* For purposes of this calculation, it is necessary to determine the number of equal monthly payments which would be required during the period of the contract, regardless of the actual repayment terms specified.

REPAYMENT TERMS IF OTHER THAN LEVEL MONTHLY PAYMENTS

_____	_____
_____	_____

Thumbnail Guides Show the Percentage and Dollar Cost of Credit

Here's a quick annual rate guide you can use if your finance or carrying charges are based on the beginning amount owed and are included in 12 equal monthly installments:

Quoted finance charges	Annual rate
\$4 per \$100 or 4 per cent per year	7.3 per cent
\$6 per \$100 or 6 per cent per year	10.9 per cent
\$8 per \$100 or 8 per cent per year	14.5 per cent
\$10 per \$100 or 10 per cent per year	18.0 per cent

If finance or carrying charges are based only on the unpaid balance, or the amount still owed:

1/2 of 1 per cent per month on unpaid balance	6 per cent
3/4 of 1 per cent per month on unpaid balance	9 per cent
5/6 of 1 per cent per month on unpaid balance	10 per cent
1 per cent per month on unpaid balance	12 per cent
1 1/4 per cent per month on unpaid balance	15 per cent
1 1/2 per cent per month on unpaid balance	18 per cent
2 per cent per month on unpaid balance	24 per cent
2 1/2 per cent per month on unpaid balance	30 per cent
3 per cent per month on unpaid balance	36 per cent

Here's how you can figure the dollar cost of credit:

The first step is to add all costs charged to you then subtract the actual cash price of the item you are purchasing or the actual cash you receive from

the lender. The difference will be the dollar cost which you are paying for the privilege of using your credit.

If you prefer looking at figures (no pun intended) rather than words, take a look at the problem from this angle:

You buy an item which costs \$308.00 and make a down payment of \$73.12. You agree to pay the remaining amount in 18 monthly installments of \$15.16 each.

You can compute the actual dollar cost of credit in this example by totaling the 18 monthly payments at \$15.16 each. This amounts to \$272.88

You then add the amount of your down payment which was 73.12

When you add these two figures you have the total amount you actually pay for the item purchased which is \$346.00

The price tag on the item you purchased, however, was only 308.00

By subtracting the amount on the price tag from your total installments plus your down payment you arrive at the amount the credit has cost you which, in this example, is \$ 38.00

WAYS TO SAVE: A SUBJECT OF INCREASING INTEREST

THINK POSITIVE, say many philosophers, and you can achieve almost anything—a good education, a well paying job, a comfortable and interesting life.

To attain these goals, you should begin by exercising your power of positive thought toward savings, in terms of how long it will take to cover the cost of whatever you are saving for.

As a Navyman, you have several methods of saving available to you. A few of the more popular ones are stocks and bonds, mutual funds, savings accounts in banks, credit unions, savings and loan associations, and even life insurance with investment features.

Those which have the government's endorsement include U.S. Savings Bonds, Uniformed Services Savings Deposit Program, Allotment Expansion, Taking Less Than Full Pay, and Credit Unions.

The Savings Bond program, for instance, offers a payroll savings plan that allows you to have a certain amount deducted from your paycheck each payday. This amounts to a little over \$3 per pay day or

If, for some reason, the bonds must be used in some other way for the child's welfare, there are procedures for cashing them.

You may already know about the "Freedom Shares" saving notes that were introduced to investors last year. These shares, also available through the payroll



savings plan, can only be purchased together with Series-E Bonds. In other words, a package deal.

You can buy the \$25 bond-\$25 note combination by taking out an allotment of \$13 per month, or about \$6.50 each pay day for six pay periods.

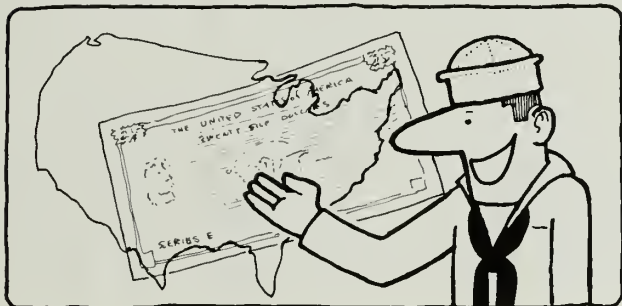
Freedom Shares, while they must be bought with the Series-E Bonds, mature in 4½ years and pay a whopping 5.0 per cent annual rate of interest. A Series-E Bond purchased now will yield an average annual interest of 4.25 per cent when held to its normal maturity, seven years.

If you've an eye on funds to help supplement your retirement check, bonds are a sure-fire aim. By converting your Series-E Bonds to income-producing Series-H Bonds, you can receive a specific amount of additional income every six months. The Series-H Bonds, which yield an annual average interest rate of 4.25 per cent, are available in denominations of \$500, \$1000, \$5000 and \$10,000.



These figures may seem somewhat far-reaching, especially on seaman or ensign pay, but the years have a way of slipping past quicker than you will later care to remember, and every little bit put away throughout those years might well add up to a four- or five-digit figure, giving you a green-tinted stack of guaranteed securities.

A nice, positive thought. For more, turn the page.



\$6.25 per month which gives you an \$18.75 investment toward a \$25 bond every three months.

There are a number of reasons the Savings Bond program is a sound method of salting away a little green. One is that interest rates have increased periodically. Options have also been introduced which allow you to hang on to your bonds for an additional period beyond maturity to receive more interest. For example, if you buy an \$18.75 bond now and hold it an extra 10 years—or a total of 17 years—it will be worth \$37.50, twice its original cost.

And here's an idea that could save you tax money on the interest earned on your bonds. Should you be buying them for your child's education, purchase them in his name rather than your own. Then, at tax-time, declare all interest gained on bonds held on a tax return filed in your child's name. More than likely there will be no tax due since the child would have little or no income over \$600 a year.

In this way, no tax must be deducted from the maturity value of the bonds since it has either already been paid or declared. When your offspring is ready for college, he'll have just that much more to learn on. Another good example of positive-thought saving.

Savings Deposit Program

PERHAPS the most exclusive method of saving available to you when you are assigned overseas is the Uniformed Services Savings Deposit Program.

Replacing the Soldiers', Sailors' and Airmen's Deposits Program in 1966, USSDP has as its main attraction a generous 10 per cent interest that is compounded quarterly on funds deposited.

Here's how the program works:

Before you depart for your overseas duty, outside the 50 states, the Virgin Islands, the Canal Zone, Puerto Rico, Guam, or American Samoa, on either a permanent or temporary basis for 90 days or more, you may apply for the USSDP savings plan through your disbursing officer. He will have you register a "J" allotment (NavCompt Form 545) in advance which will eliminate time-consuming paperwork at your destination. The form will be attached to your pay record

A Handy Guide of Navy

TABLE OF ACTIVE DUTY SERVICE PAY EFFECTIVE 1 JUL 1968
MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)

RANK OR PAY GRADE	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.	Over 15 Yrs.	Over 16 Yrs.	Over 17 Yrs.	Over 18 Yrs.	Over 19 Yrs.	Over 20 Yrs.	Over 21 Yrs.	Over 22 Yrs.	Over 23 Yrs.	Over 24 Yrs.	Over 25 Yrs.	Over 26 Yrs.	Over 27 Yrs.	Over 28 Yrs.	Over 29 Yrs.	Over 30 Yrs.
O-10* Admiral																														
O-9 Vice Admiral																														
O-8 Rear Admiral (Upper Half)																														
O-7 Rear Admiral (Lower Half)																														
O-6 Captain																														
O-5 Commander																														
O-4 Lieutenant Commander																														
O-3** Lieutenant																														
O-2** Lieutenant (Junior Grade)																														
O-1** Ensign																														
O-3 Credited with over 4 years' active service																														
O-2 as enlisted members																														
W-4 Chief Warrant Officer																														
W-3 Chief Warrant Officer																														
W-2 Chief Warrant Officer																														
W-1 Warrant Officer																														
E-9† Master Chief Petty Officer																														
E-8 Senior Chief Petty Officer																														
E-7 Chief Petty Officer																														
E-6 Petty Officer First Class																														
E-5 Petty Officer Second Class																														
E-4 Petty Officer Third Class																														
E-3 Seaman, Etc.																														
E-2 Seaman Apprentice, Etc.																														
E-1 Recruit																														
E-1 Recruit (Less than 4 months)																														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$2493 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is \$902.40 regardless of cumulative years of service.

INCENTIVE PAY FOR HAZARDOUS DUTY (Aviation Pay for Crew Members and Submarine Duty Pay)
(Note that increases end with more than 18 years of service)

RANK OR PAY GRADE	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 5 Yrs.	Over 6 Yrs.	Over 7 Yrs.	Over 8 Yrs.	Over 9 Yrs.	Over 10 Yrs.	Over 11 Yrs.	Over 12 Yrs.	Over 13 Yrs.	Over 14 Yrs.	Over 15 Yrs.	Over 16 Yrs.	Over 17 Yrs.	Over 18 Yrs.	Over 19 Yrs.	Over 20 Yrs.	Over 21 Yrs.	Over 22 Yrs.	Over 23 Yrs.	Over 24 Yrs.	Over 25 Yrs.	Over 26 Yrs.	Over 27 Yrs.	Over 28 Yrs.	Over 29 Yrs.	Over 30 Yrs.
O-10 Admiral																														
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O-8 Rear Admiral (Upper Half)																														
O-7 Rear Admiral (Lower Half)																														
O-6 Captain																														
O-5 Commander																														
O-4 Lieutenant Commander																														
O-3 Lieutenant																														
O-2 Lieutenant junior grade																														
O-1 Ensign																														
W-4 Chief Warrant Officer																														
W-3 Chief Warrant Officer																														
W-2 Chief Warrant Officer																														
W-1 Warrant Officer																														
E-9 Master Chief Petty Officer																														
E-8 Senior Chief Petty Officer																														
E-7 Chief Petty Officer																														
E-6 Petty Officer, 1st Class																														
E-5 Petty Officer, 2nd Class																														
E-4 Petty Officer, 3rd Class																														
E-3 SN, etc																														
E-2 SA, etc.																														
E-1 Recruit																														
Aviation Cadets																														

and the allotment will be automatically registered by your overseas disbursing officer upon your arrival.

Deposits made on or before the 10th of any given month will earn interest computed from the first of the month. Those made after the 10th will not draw interest until the first of the following month. A \$10,000 limit is placed on the amount of deposits for which interest may be paid. In your effort to reach this sum, you may deposit any amount into the pro-

gram from your unallotted pay and allowances in increments of \$5 or more.

As previously mentioned, any extra cash, such as special pay or allowances, that you receive while overseas, may be allotted through your disbursing office for the purchase of savings bonds or as deposits in a savings program.

It is not necessary that you make deposits by "J" allotment. You may, if you wish, make cash deposits

Pay and Allowances

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month)		SUBSISTENCE ALLOWANCE (with or without dependents)	BASIC QUARTERS ALLOWANCE		
	Sea Pay and Certain O' seas Service Pay	Other Hazardous Duty Pay		Grade	No dependents	With dependents
O-10 O-9 O-8 O-7 O-6 O-5 O-4 O-3 O-2 O-1	Not Eligible	\$110.00	\$47.88	O-10 O-9 O-8 O-7 O-6 O-5 O-4 O-3 O-2 O-1	\$160.20 160.20 160.20 160.20 140.10 130.20 120.00 105.00 95.10 85.20	\$201.00 201.00 201.00 201.00 170.10 157.50 145.05 130.05 120.00 110.10
W-4 W-3 W-2 W-1				W-4 W-3 W-2 W-1	\$120.00 105.00 95.10 85.20	\$145.05 130.05 120.00 110.10
E-9 E-8 E-7 E-6 E-5 E-4 E-3 E-2 E-1				E-9 E-8 E-7 E-6 E-5 *E-4 **E-4 E-3 E-2 E-1	\$85.20 85.20 75.00 70.20 70.20 70.20 55.20 55.20 55.20 55.20	\$120.00 120.00 114.90 110.10 105.00 105.00 See explanation in table below

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E-4 (less than 4 years' service) AND BELOW

The columns below apply only to enlisted personnel in pay grade E-4 (less than 4 years' service) and below, who have dependents. Amounts of BAQ vary according to pay grade and number of legal dependents. A minimum contribution from basic pay (\$40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A			B	A+B = ↓		
	BASIC ALLOWANCE FOR QUARTERS			CONTRIBUTION FROM BASIC PAY	MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S)		
	1 depend.	2 depend.	3 depend.		1 depend.	2 depend.	3 depend.
E-4	\$90.60	\$90.60	\$105.00	\$40.00	\$130.60	\$130.60	\$145.00
E-3	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-2	60.00	90.60	105.00	40.00	100.00	130.60	145.00
E-1	60.00	90.60	105.00	40.00	100.00	130.60	145.00

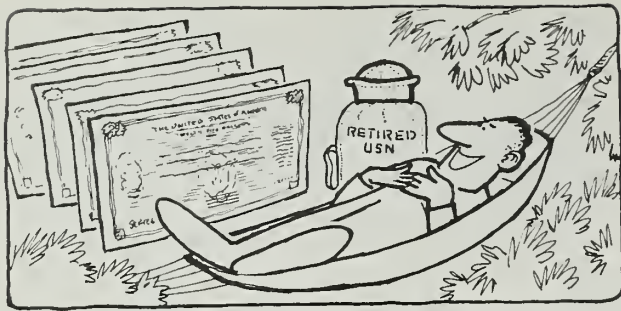
IN FIGURING your gross Navy income, be sure to include all the types of pay and allowances to which you are entitled. Reenlistment bonus, clothing allowance, family separation allowance, lump-sum leave payment, travel allowance, and dislocation and station allowances

Here are other types of pay: **P-1, P-2, P-3 PAY**—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P-1, \$50; P-2, \$75; or P-3, \$100. Superior Performance Pay, SP-\$30, may be awarded under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians. All pro pay categories are subject to annual revision.

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are \$110 per month for officers and from \$55 to \$100 monthly for enlisted men, depending on diver classification.

HOSTILE FIRE PAY—Officers and enlisted men exposed to death or injury while serving in specified areas may be awarded hostile fire pay at the rate of \$65 per month.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from \$100 to \$350 monthly, based on the number of years served on active duty.



using monies from any of the following pays and allowances:

- Basic pay.
- Special sea duty or other special location pay.
- Proficiency pay.
- Incentive pay.
- Hostile fire pay.
- Family separation allowance.
- Reenlistment bonus.

The savings you deposit in the USSDP may be withdrawn only under bona fide emergency conditions certified by your commanding officer anytime before your return to the U.S. However, when you are issued a permanent change of station set of orders or are separated from active duty for return to the States, your savings account will be closed, your interest compounded, and you'll be handed the results of your positive thoughts toward saving. This payoff may be made any time within 90 days after your return from overseas or it can be made at a debarkation port.

The Taking Less Than Full Pay method of saving is frequently used by men aboard ship, and by some men overseas, who find it necessary to withdraw from their pay allowance only that amount needed to meet monthly expenses. They let the remainder of their pay "ride" on the books. Your money doesn't earn any interest during the ride, but it does serve as a reserve, readily available.

Credit Union Savings

NEXT TO THE USSDP, one of the more sound investments available to the Navyman, both at home and abroad, is shares in credit unions.

Such memberships have become one of the most popular methods of saving for individuals who have a common interest or occupation, such as the Navy.

At nearly every naval station you will find a Navy credit union in which you can invest. Your savings purchase shares in the credit union, and immediately go to work for you, earning as high as 5½ per cent in dividends annually.

In addition to giving you an opportunity to gain financially, the credit union offers long- or short-term loans for the purchase of that new car you've longed for, or that new suite of living room furniture the little wife has been eyeing, or maybe just for your summer vacation. Here again, an allotment may be made out to make either a payment on a loan or for buying shares on a regular basis.

As you can see, judging from just these few methods of saving, the opportunity to invest in your future is almost unlimited.

To succeed, think positive.

BUYING A HOME?

Building

NAVYMEN ARE PERIPATETIC by nature, we've been told. (We wondered about that word too, until we discovered that a synonym for it is "well-traveled.") But, despite the lack of permanent residence, the purchase of a house frequently makes good fiscal sense.

Instead of paying rent, which is irretrievable, the Navyman may use his credit to obtain a mortgage loan. Each month, a part of his payment is credited to equity in his house.

The remainder of the payment is divided between funds reserved for payment of insurance, taxes and interest. The last two items, we might add, are deductible on income tax returns.

If you buy a home, the loan which you make is called a mortgage or a deed of trust and, rather than being a liability, frequently is an asset.

Here is the way credit works when you become a homeowner.

A mortgage, of course, is simply a sum of money which has been loaned to you to help purchase your house. The mortgage is passed from owner to owner until it is fully paid, either at the end of its life or through refinancing.

If the mortgage on the house you want to buy



nearly equals the selling price, less money must be raised for a down payment.

Let's assume you have found a house which carries a price tag of \$20,000. If you're lucky, the house will have a large first mortgage (or deed of trust) which is payable at a low rate of interest over a period of 25, 30 or even 35 years.

If the first mortgage is \$18,000, there is only a \$2000 difference between the mortgage and the selling price. This represents the down payment necessary to buy the house. (For closing costs, see below).

First and Second Mortgages

NOW LET'S ASSUME you have only \$1000 in your bank account. If the seller agrees to accept a down payment of \$1000, there is still \$1000 remaining unpaid. This can be adjusted if the seller will accept a second mortgage (or deed of trust).

The terms of payment on the first mortgage will be the same as those set forth by the lender when the former owner obtained the mortgage. The second mortgage payment terms will depend strictly upon whatever agreement you and the seller reach.

This type of purchase is called an assumption. It is

on a Solid Foundation

so called because the purchaser assumes the loan which a former owner of the house obtained.

An assumption is by far the easiest way to purchase a home, for there is no waiting for an appraisal, no loan to be approved. In general, no muss, no fuss.

Let's suppose you find a house priced at \$15,000 which you want to buy. There is one difficulty. The mortgage on the house is only \$5000.

Unless you have a substantial amount of cash for a down payment, the monthly payments on the second mortgage obtained combined with those of the first mortgage would be burdensome or impossible.

There is a way out of such a situation. The house can be refinanced. This is the same procedure which would be followed if a new home were purchased on which a mortgage had never been placed.

Methods of Obtaining a Loan

THERE ARE THREE methods of obtaining a new loan. The simplest for those who can afford it is to call several lenders, inquire as to their interest rates and maximum number of years over which a mortgage loan can be paid.

The next step is to apply for the loan from the com-



pany whose terms best suit you. Usually the mortgage money is available inside of two weeks. This is called a conventional loan.

Such a loan frequently requires a rather large down payment. Sometimes it is as much as one-third of the sale price of the house.

For most Navymen, the FHA in-service loan is the best answer to the mortgage problem when placing a new loan. It requires much less cash investment and, in most cases, can be spread over 25, 30, or even 35 years in exceptional cases, which makes your monthly payment lower.

FHA, as you probably know, stands for Federal Housing Administration. The FHA does not make loans. It insures mortgage loans made by banks, savings and loan associations, mortgage companies and other lending institutions approved by the FHA.

The FHA and the lender will want to know a few things about you. One is the state of your credit. If it is bad, your chances of obtaining FHA and lender approval are about nil.

Another item of interest is your income. FHA has no rule concerning the ratio of your income to the price of the house you buy. However, the *average* FHA buy-

er's anticipated monthly housing expense (mortgage payment, utilities, repairs and maintenance) are between 20 and 21 per cent of his income before income taxes.

The FHA has minimum building standards which your house must meet. Most builders of new houses anticipate a large number of their sales will be financed by FHA loans; therefore, most homes are built to conform to the FHA minimum requirements.

FHA Loans

NOW FOR THE mechanics of obtaining an FHA in-service loan. You first must obtain from your CO a certificate of eligibility (DOD Form 802).

This form certifies that you are currently serving on active duty, have had at least two years of such duty and require housing.

When the form is completed, present the original and three copies of the approved certificate to the lender or his agent at the time you make application for an FHA mortgage loan. If you need one, a list of local lending organizations can be obtained from the FHA insuring office nearest you.

The down payment required for an FHA in-service loan is relatively low, based on a graduated scale geared to the amount of the value or the acquisition cost. A buyer must pay down only three per cent of the first \$15,000 of the property value as appraised by the FHA. If you need a mortgage loan greater than \$15,000, you must pay 10 per cent down on the next \$5000 loaned to you and 15 per cent on the remainder over \$20,000 with a maximum loan of \$30,000. Taking a \$25,000 value as an example, the down payment would be \$1700.

The interest rate on FHA loans was raised in May of this year and, on an in-service loan, is six and three-fourths per cent. There is an additional one-half per cent paid for a mortgage insurance premium but this is paid for servicemen by the Department of Defense.

G. I. Bill Financing

OTHER PROVISIONS for government-insured loans have been made in the G.I. Bills which have been passed to benefit veterans of conflicts from World War II through Vietnam.

Any World War II veterans who still are interested in using their entitlement to buy a house should get in touch with their local Veterans Benefits Office concerning their eligibility.



Eligibility expiration dates can be determined by adding 10 years to the date of discharge and adding one year for each three months of active duty during conflict period. This holds true for veterans of the Korean conflict.

Navy veterans who served after 31 Jan 1955 must have had 181 days of active duty to their credit to qualify for the new G.I. Bill. Those who are now serving in the Navy must have two years of active duty service before becoming eligible for a G.I. home loan and, thanks to the Cold War G. I. Bill, discharge from the service is no longer necessary to establish eligibility.

Steps in obtaining a G. I. loan are similar to those necessary to obtain an FHA loan. There is a Veterans Administration pamphlet (VA 26-4) which provides question and answer type information concerning G.I. loans.

Until recently, a house could not be sold for more than the value at which it was appraised by the Veterans Administration appraiser. Now, however, this



regulation has been altered, thereby making it possible for a house to be sold at any price the seller asks. The down payment, however, must fill the gap between the amount of the available G.I. mortgage and the total sale price.

The interest rate on G.I. home loans was also changed this year. It is now pegged at six and three-quarters per cent.

Sales Contract

WHILE FINANCING the purchase of a house is undoubtedly important, the basic step in a real estate transfer is the sales contract.

This is a written agreement between the purchaser and the seller. Contract forms can usually be purchased at any stationery store or obtained from your legal assistance officer. There are blank spaces for the names of the purchaser, the seller, the real estate agent (if any), the price of the house, the terms of the sale and the dates of settlement and possession.

Once the contract is signed, it commits you to buy and the seller to sell the property named under the conditions outlined. If either party fails to perform under the terms set forth in the contract, the result almost inevitably is trouble.

Because the contract is such an important part of the real estate transaction, it should leave nothing to the imagination.

If movable items such as a refrigerator, stove, storm windows, or venetian blinds are to be included in the sale, they should be mentioned in the contract, otherwise the seller will have the right to remove them before settlement.

If the seller is to make any alterations or repairs to

the property being bought, the work should be spelled out in the contract.

Unless you are an old hand at real estate transactions, it is a good idea to obtain legal advice before signing a contract. Frequently, this is obtainable from a legal officer. If it is not available at your station, the yellow pages of the phone book should prove helpful. One tip—attorneys specialize much as doctors do. Be certain you employ an attorney who is familiar with real estate law.

THE FINAL STEP in a real estate transaction is settlement. This is the day when you go to the office of the settlement attorney to sign the necessary papers.

You should make this trip with money in your pocket for there will be expenses incident to the purchase of your house which must be paid at this time.

In addition to the attorney's fee, title search and survey costs, you will be expected to pay your share of the insurance and taxes which may have been paid in advance by a former owner.

If you are buying a new house, an escrow account will be established for these purposes. If a new loan has been placed on the house of your choice, you may have to pay a loan fee to your lender. Such a fee is commonly referred to in real estate and mortgage circles as *points*.

To be brief, you should be prepared to part with from \$600 to \$800 at this time in addition to lender's fees. (And these figures may be low.) Settlement attorneys usually obtain these figures by telephone before receiving written confirmation and can give you advance information on the cost if you request it.

Frequently builders and real estate agents can give a pretty close estimate of closing costs. Occasionally homeowners who are selling their own homes can also estimate closing costs with a high degree of accuracy.

Real Estate Agent

WHEN A NAVYMAN wants to buy a house, he usually debates whether or not he should employ the services of a real estate agent.

An agent has an advantage that a stranger in town does not have—he knows where the houses are and can take you there in his car. This saves endless time and effort. Frequently this is important.

An agent is, or should be, helpful when a new loan is involved since it is his job to find a lender who will make a loan under the terms stated in the sales contract.

The cost of an agent's services are theoretically the seller's expense but the commission is sometimes passed on to the purchaser as an inflated price asked for the house.

A good suggestion on a price to pay for a home is to see and understand the FHA or VA appraisal *before* the purchase contract is signed.

Houses, however, are like other merchandise. The man who shops around soon knows a fair price when he sees one. A buyer who pays a fair price for a house which pleases him can enjoy it while he lives there. If he sells at the end of his tour, he frequently can realize a small profit or at least break even.

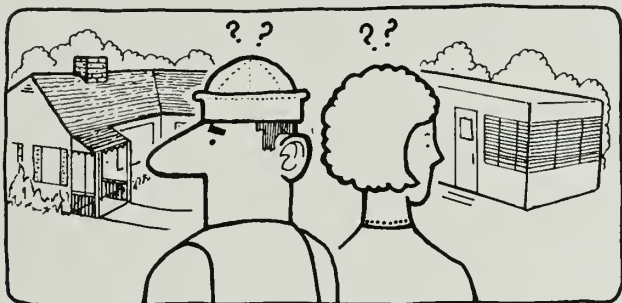
For more detailed information and a listing of booklets and brochures on the purchase, sale and leasing of homes, see the listings on page 59.

What You Should Know About Trailers

ONE OF THE inevitabilities of Navy life is moving to a new duty station or home port every few years. Acceptance of this has led many a Navyman to ask himself "Why not take my home with me when I go?"

This leads some Navy families to the conclusion that trailer living could be just the right way to go. They reason that the relatively high monthly payments for five or six years more than offset the high rents they would otherwise have to pay, since, upon completion of the payments, they have a place of their own in which to live.

But you would do well to consider this move carefully, just as you would any large investment. As you shop around for your mobile home, you might keep the following pointers in mind.



You have, undoubtedly, heard most of the pros and cons concerning trailer life. The pro-trailerites maintain that, after paying \$100 a month (or more) for five years or so, they have a real asset which can be used as a home. Also it can be converted into cash, used as a down payment on a houseful of furniture, or as a step toward a new and larger trailer. If you rent your home, they argue, you have nothing but rent receipts to show for your money.

Those on the other side, however, point out that trailer living only becomes cheaper after your trailer is fully paid for. Then, of course, your only expenses are the lot rental and utilities.

The first experience of a trailer owner is the most expensive. As in the case of any major purchase, you should know what you are doing—it's your money. If, after carefully investigating the market, you buy a trailer and are successful in keeping up your payments, fine. If not, you are headed for some expensive trouble.

LET'S SUPPOSE, for example, that you have just arrived at your duty station. After experiencing a sizable hotel bill, you find that you may buy a mobile home

for your family, perhaps even without cash, by signing a non-interest-bearing note for the down payment. Or you may deliver your household furniture to the trailer sales company as part of the down payment.

Anyway, let's say that you can continue your monthly payments and complete them by the time you are transferred. All well and good. You sell your trailer to a shipmate at a reduced price, make a small profit yourself, and you're on your way.

But suppose you run into a problem or must ship your family back home and go overseas before completing payments. If you cannot keep up your payments, the trailer will be repossessed.

In such a case, your separation from mobile home living may turn out to be quite bitter. In some cases, because of its easy down payment policy, the sales company from which you bought the trailer may not have enough assets to retain a repossessed mobile home until it can be resold at a favorable price. This means the sales company would want to resell it immediately without consideration of the amount of money you have invested. (As you may know, banks and finance companies do not sell trailers, and trailer sales companies do not, as a rule, finance trailers.)

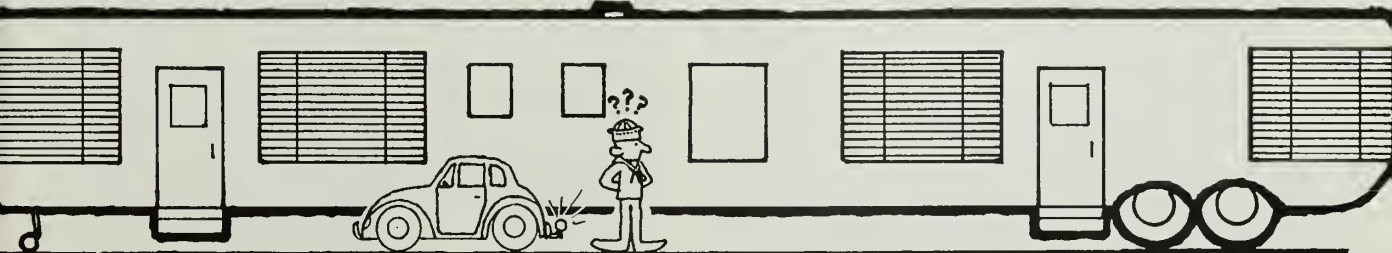
In this case, unless the sales company could immediately resell the trailer, rent it or find some means that would make the bank or finance company happy, you would be quite lucky if you end up losing only the trailer. It's quite possible that you might still be compelled to continue the payments on the trailer, and on the note you gave as a down payment.

IF YOU'RE in the market for a trailer, suffice it to say that, as in buying a house, such a purchase should be considered very carefully. You should know exactly what you are obligating yourself for.

Here are some suggestions which you may find helpful:

- Don't buy or sell a trailer without receiving advice from other, experienced trailer owners. On stations that have a large trailer population, the housing, personnel or legal officer, and the transportation officer—or all four—should be able to help.

- If you must give up your trailer, don't abandon it without making every effort to resell or rent it. You would do well to discuss the matter with the legal assistance officer. You may even find a solution by talking it over with the trailer sales company. Given a little time, they may help you recover some of your investment.





• Unless you are sure you can continue your payments, don't buy a trailer simply to reduce your immediate expenses. The loss which you ultimately may suffer may amount to several times more than the hotel costs which you may have paid while you waited for housing.

• Do not expect the trailer company to make any more than emergency repairs. (The manufacturer's guarantee usually is made good by shipping the defective part, and sometimes the whole trailer, back to the plant.)

• You would do well to read your contract. Don't buy a trailer by simply signing an agreement to pay a certain sum each month. Sometimes items, such as jacks, oil and gas tanks, and sewer connections, are added as extras, though the purchaser may think they have been included in the sales price.

• Don't carry your financing with a bank or finance company that, in addition to regular insurance charges, requires road insurance even when the trailer is not in motion. This sometimes doubles your insurance charges, and always increases your monthly payments.

• Don't agree to a seven-year contract if you can swing one for four or five years. Every year the contract is in force, you pay interest on the original amount of money borrowed.

• Don't offer your household furniture as part of the down payment unless you *know* that you can continue payments. You may need your furniture again. And if you don't have it, you may learn just how hard orange crates can be.

The following is a trailer deal in which the buyer made a number of mistakes. It is described below.

(1) Purchase price of trailer	\$5695.00
(2) Charge for sewer connection	17.60
(3) Charge for six jacks	30.00
(4) Credit report	5.50
(5) Insurance	395.50
(6) State sales tax	115.42

(7) Actual cost of trailer	6259.02
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(8) Down payment (furniture valued at \$866, plus note for \$793.02)	1659.02
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Balance due finance company before interest	4600.00
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(9) Five years' interest at six per cent added immediately	1380.00
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(10) Total amount due finance company	5980.00
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(11) Monthly payments for five years	99.67
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Step by step, here are some ways in which the total price might have been reduced. (Check the numbers above with the corresponding numbered paragraphs in the next column.)

1. This, of course, is the sale tag price of the trailer.

2. It is possible that this could have been included in the sale tag price. However, that depends upon local practice.

3. This is normally included as part of the sale tag price.

4. This is too small to be a real charge.

5. Regular insurance could have been obtained for about \$190, but in this case the finance company probably requires road insurance even though the trailer is not in motion.

6. This, as you know, varies from state to state.

7. This amount might have been reduced considerably had the buyer insisted that comments (2) through (6) be verified.

8. Should the purchaser find it necessary to give up the trailer, this down payment is lost forever.

9. This amounts to six per cent, or \$276.00 for each year the contract runs. In other words, if in the last year your payments total \$1200, you end up paying about 26 per cent interest. Therefore, if you can afford a five-year contract, don't accept one for six years.

10. On a six-year contract, this would have been \$6256, or 86.89 per month for 72 months.

11. Add to this amount \$30 per month for trailer lot rental and utilities, and \$50 per month on the non-interest bearing note, and you will see it cost this purchaser \$166.89 per month to live in this trailer. Once the note for the down payment is paid off, however, it will cost him a little less than \$120 for the remainder of the five years.

Trailer Allowances State by State

FOR NAVYMEN who live in Mobile Homes, ALL HANDS has collected information concerning the size of trailers allowed on the highways of the continental United States. Information on Canada and Mexico is also included.

The measurements given below cover two types of trailer homes— those relatively small ones which may be towed by an automobile and those which are larger and must be towed by a commercial truck tractor. The latter require a permit for transportation on public highways. Most states make this distinction.

There is a slight difference in nomenclature between trailers which are towed by an automobile and those which are towed by a so-called tow tractor.

For reasons which are beyond our understanding,



reference to *legal combination length* pertains to a *trailer home* AND *its towing automobile*. *Combination length with permit* describes the over-all measurement allowed for a *trailer home* AND *its commercial tow tractor*, which requires a PERMIT in all cases.

You will, therefore, find references to a *legal combination length* (trailer home and its towing automobile) and to a *combination length with permit* (over-all measurement of a trailer home and its commercial tow tractor).

There is also a limit on how wide a tractor-towed trailer may be. This is called the *width with permit*. Other measurements—*trailer length* and *trailer width* are self-explanatory.

If you want information concerning trailer permits, you can write to the address given for each state.

All information given here on mobile home measurements is current as of mid-1968.

Alabama: Trailer length—not regulated; trailer width—12 feet; legal combination length—75 feet. For information, write to Permit Section, State Highway Department, Montgomery, Ala. 36104.

Alaska: For information, write to Department of Highways, District Highway Engineer, Anchorage, Alaska.

Arizona: Trailer length—40 feet; trailer width—eight feet; legal combination length—65 feet; combination length with permit—100 feet; width with permit—12 feet. For information, write to Motor Vehicle Division, 1739 West Jackson, Phoenix, Ariz. 85007.

Arkansas: Trailer length—not regulated; trailer width—eight feet; legal combination length—60 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Arkansas Highway Department, Permit Section, Little Rock, Ark. 72001.

California: Trailer length—40 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to State of California, P.O. Box 1499, Department of Public Works, Division of Highways, Sacramento, Calif. 95807.

Colorado: Trailer length—35 feet; trailer width—eight feet; legal combination length—65 feet; combination length with permit—65 feet; width with permit—12 feet. For information, write to Colorado Department of Highways, 4201 E. Arkansas, Denver, Colo. 80222.

Connecticut: Trailer length—not regulated; trailer width—102 inches; legal combination length—50 feet; combination length with permit—75 feet; width with permit—12 feet. There are however, special regulations depending on the route you take. For information, write to State of Connecticut, State Highway Department, Drawer A. Wethersfield, Conn. 06109.

Delaware: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to State Permit Supervisor, State Highway Department, Dover, Del. 19901.

Florida: Trailer length—40 feet; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Permit Division, State

Road Department, Burns Building, Tallahassee, Fla.

Georgia: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to Truck Weighing Division, State Highway Department, 265 State Highway Building, Atlanta, Ga.

Idaho: Trailer length—not regulated; trailer width—eight feet; legal combination length—60 feet; combination length with permit—75 feet, although larger units may be moved under special circumstances; width with permit—12 feet, although wider units may be moved under special circumstances. For information, write to Permit Division, State Highway Department, 3211 State Street, Boise, Idaho 83703.

Illinois: Trailer length—42 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—70 feet; width with permit—12 feet. For information write to Engineer of Traffic, Bureau of Traffic, Illinois Division of Highways, Administration



Building, 2300 S. 31st Street, Springfield, Ill. 62706. For information on permits used on the Northern Illinois section, 22nd Street and Midwest Road, Hinsdale, Ill. 60521.

Indiana: Trailer length—not regulated; trailer width—eight feet; legal combination length—60 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to State Highway Commission, Engineer of Permits, State Office Building, Indianapolis, Ind. 46209.

Iowa: Trailer length—48 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—80 feet; width with permit—12 feet, five inches. For information, write to Traffic Weight Operations Department, Iowa State Highway Commission, Ames, Iowa 50010.

Kansas: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet, although trailers up to 65 feet in length are permitted on designated highways; combination length with permit—85 feet; width with permit—12 feet, 6 inches. For information, write to Special Permit Division, State Highway Commission, State Office Building, Topeka, Kan. 66612. Turnpike information may be obtained from the Kansas Turnpike Authority, Box 18007, Southeast Station, Wichita, Kans. 67218.

Kentucky: Trailer length—not regulated; Trailer width—eight feet; legal combination length—55 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to Permit Section, Division of Maintenance, Department of Highways, Frankfort, Ky. 40601.

Louisiana: Trailer length—not regulated; trailer width



—eight feet; legal combination length—65 feet; combination length with permit—80 feet; width with permit—12 feet. For information, write to Division of State Police, Permit Section, P.O. Box 1791, Baton Rouge, La. 70821.

Maine: Trailer length—not regulated; trailer width—102 inches; legal combination length—55 feet; combination length with permit—not regulated; width with permit—not regulated. For information, write to Maine State Highway Commission, Maintenance Division, State House Annex, Augusta, Maine 04330. For Maine Turnpike information, write to Maine Turnpike Authority, 17 Bishop Street, P.O. Box 839, Portland, Maine. 04104.

Maryland: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to State Roads Commission, Permit Department, 300 W. Preston St., Baltimore, Md. 21201.

Massachusetts: Trailer length—33 feet, trailer width—eight feet; legal combination length—not regulated; combination length with permit—not regulated; width with permit—10 feet for house trailers or 12 feet for lowboys. For information, write to Maintenance Engineer, Massachusetts Department of Public Works, 100 Nashua Street, Boston, Mass. For turnpike information, write to Massachusetts Turnpike Authority, Suite 3000, Prudential Center, Boston, Mass. 02199.

Michigan: Trailer length—45 feet; trailer width—100 inches; legal combination length—60 feet; combination length with permit—75 feet; width with permit—12 feet, 6 inches. For information, write to Michigan Department of State Highways, Weighmaster Section, 1116 S. Washington Avenue, Lansing, Mich. 48926.

Minnesota: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—85 feet; width with permit—12 feet, 4 inches. For information, write to Minnesota Highway Department, State Highway Building, Capitol Approach, St. Paul, Minn. 55101.

Mississippi: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—78 feet; width with permit—12 feet. For information, write to Engineer of Maintenance, Mississippi State Highway Department, Jackson, Miss.

Missouri: Trailer length—not regulated; trailer width—eight feet; legal combination length—50 feet; combination length with permit—75 feet; width with permit—12 feet, 4 inches. For information, write to Missouri State Highway Department, Jefferson City, Mo. 65102.

Montana: Trailer length—not regulated, trailer width—eight feet; legal combination length—60 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Maintenance

Department, Montana Highway Commission, Helena, Mont. 59601.

Nebraska: Trailer length—40 feet; trailer width—eight feet; legal combination length—65 feet; combination length with permit—80 feet; width with permit—12 feet. For information, write to Department of Roads, Permit Office—Room 1214, State House, Lincoln, Nebr. 68509.

Nevada: Trailer length—not regulated; trailer width—eight feet; legal combination length—70 feet; combination length with permit—70 feet; width with permit—12 feet. For information, write to Nevada Highway Department, Carson City, Nev. 89701.

New Hampshire: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Vehicle Permit Supervisor, New Hampshire Department of Public Works and Highways, State Office Building, Concord, N.H. 03301.

New Jersey: Trailer length—35 feet; trailer width—eight feet; legal combination length—45 or 50 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Division of Motor Vehicles, Bureau of Motor Carriers, 25 South Montgomery Street, Trenton, N.J. 08625.

New Mexico: Trailer length—not regulated; trailer width—102 inches; legal combination length—65 feet; combination length with permit—80 feet; width with permit—12 feet, 6 inches. For information, write to State Highway Department, Controls and Permits Office, P.O. Box 1149, Santa Fe, N. Mex. 87501.

New York: Trailer length—35 feet; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; length with permit—12 feet. For information, write to Permit Section, Department of Transportation, 353 Broadway, Albany, N.Y. 12201. For information on the New York State Thruway, write to New York State Thruway Authority, P.O. Box 189, Albany, N.Y. 12201.

North Carolina: Trailer length—35 feet; trailer width—eight feet; legal combination length—55 feet; combination length with permit—70 feet; width with permit—12 feet. For information, write to State Highway Commission, Permit Department, Raleigh, N.C.

North Dakota: Trailer length—60 feet; trailer width—eight feet; legal combination length—not regulated; combination length with permit—not regulated; width with permit—12 feet. For information, write to Truck Regulation Division, North Dakota State Highway Department, Capitol Grounds, Bismarck, N.D. 58501.

Ohio: Trailer length—40 feet; trailer width—eight feet; legal combination length—65 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to Bureau of Operational Services, Permit Section, 1620 West Broad Street, Columbus, Ohio 43223.

Oklahoma: Trailer length—no regulation; trailer width—eight feet; legal combination length—55 feet; combination length with permit—80 feet; width with permit—12 feet. For information, write to Department of Public Safety, Permit Division, Oklahoma City, Okla.

Oregon: Trailer length—35 feet; trailer width—eight feet; legal combination length—50 feet; combination length with permit—80 feet with special regulations depending on route; width with permit—12 feet with

special regulations depending on route. For information, write to Transportation Permit Division, Public Utility Commissioner, 102 East Salem Highway Building; 2960 East State Street, Salem, Ore. 97301.

Pennsylvania: Trailer length—40 feet; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to District Office in Charge of the State Highways, Pittsburgh State Office Building, Gateway Center, Pittsburgh, Pa. For turnpike information, write to Pennsylvania Turnpike Commission, Safety Department, P.O. Box 2531, Harrisburg, Pa. 17120.

Rhode Island: Trailer length—40 feet; trailer width—102 inches; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Division of Roads and Bridges, Department of Public Works, State Office building, Providence, R.I. 02903.

South Carolina: Trailer length—not regulated; trailer width—eight feet; legal combination length—60 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to Permit Section, State Highway Department, P.O. Box 191, Columbia, S.C. 29202.

South Dakota: Trailer length—35 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—not regulated; width with permit—12 feet, 4 inches. For information, write to Department of Highways, Pierre, S.D. 57501.

Tennessee: Trailer length—not regulated; trailer width—eight feet; legal combination length—59 feet for private owners; combination length with permit—not regulated; width with permit—12 feet. For information, write to Department of Highways, Headquarters Office Engineer, Highway Building, Nashville, Tenn.

Texas: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—95 feet; width with permit—14 feet. For information, write to District Office, P.O. Box 797, Austin, Tex. For information on Dallas-Fort Worth Turnpike, write to Texas Turnpike Authority, P.O. Box 126, Arlington, Tex. 76010.

Utah: Trailer length—45 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—75 feet; width with permit—12 feet. For information, write to Utah Highway Patrol; Ports of Entry Division, 313 State Office Building, Salt Lake City, Utah. 84114.

Vermont: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to Vehicle Permit Supervisor, Department of Highways, Montpelier, Vt. 05602.

Virginia: Trailer length—not regulated; trailer width—eight feet; legal combination length—55 feet; combination length with permit—75 feet; width with permit 12 feet. For information, write to Assistant Permit Engineer, Virginia Department of Highways, Permit Section, Richmond, Va. For information on the Richmond-Petersburg Turnpike, write to Richmond-Petersburg Turnpike Authority, Post Office, Box 1-4, Richmond, Va. 23202.

Washington: Trailer length—40 feet; trailer width—



eight feet; legal combination length—60 feet; combination length with permit—80 feet, for private owners; width with permit—12 feet. For information, write to Director of Highways, State of Washington, P.O. Box 130, Olympia, Wash. 98501.

West Virginia: Trailer length—35 feet; trailer width—eight feet; legal combination length—50 feet; combination length with permit—not regulated; width with permit—12 feet. For information, write to State Road Commission of West Virginia, Safety, Claims and Weight Enforcement Division, 1800 Washington Street, East, Charleston, W. Va. 25311.

Wisconsin: Trailer length—45 feet; trailer width—eight feet; legal combination length—60 feet; combination length with permit—83 feet; width with permit—12 feet. For information, write to Chief Traffic Engineer, State of Wisconsin Department of Transportation, Division of Highways, 1 West Wilson Street, Madison, Wis. 53702.

Wyoming: Trailer length—not regulated; trailer width—eight feet; legal combination length—65 feet; combination length with permit—not regulated; width with permit—12 feet. For information, Wyoming Revenue Department at the first county seat you come to upon entry into state.

Canada: Trailer information may be obtained from traffic offices in each of the Canadian provinces as follows:

Alberta: The Highway Traffic Board, Department of Highways, Government of the Province of Alberta, Highways Building, 106th St. and 97th Ave., Alberta.

British Columbia: Department of Commercial Transport, Parliament Buildings, Room 128, Douglas Building, Victoria, B. C.

Manitoba: Highways Department, 1075 Portage Avenue, Winnipeg 10, Manitoba.

New Brunswick: Highway Law Enforcement Supervisor, Motor Vehicle Department, Centennial Building, Room 346, Fredericton, New Brunswick.

Newfoundland: Department of Highways, Confederation Building, St. Johns, Newfoundland.

Nova Scotia: Registrar of Motor Vehicles, Motor Vehicle Branch, Department of Highways, Halifax, Nova Scotia.

Prince Edward Island: Registrar of Motor Vehicles, P. O. Box 2000, Charlottetown, Prince Edward Island.

Quebec: Department of Transportation and Communications, Parliament Buildings, Quebec City, P. Q.

Saskatchewan: Department of Highways and Transportation, Permit Office, Administration Building, Regina, Saskatchewan.

Yukon Territory: Department of Public Works, Whitehorse, Yukon Territory.

Alaska Highway: Department of Public Works, Whitehorse, Yukon Territory.

For information on trailers in Mexico, write to any Mexican consulate. Forms may be obtained at the Mexican border.

Moving Your Mobile Home to Your Next Station: Check the Regs

WHEN YOU RECEIVE transfer orders, you can move your house trailer to your next duty station or home port and the Navy will pay for the move if it is within or between the continental United States and Alaska. Generally, there are two ways in which you can do this and, under certain conditions, there is a third way.

It goes without saying that you first must have authority to ship household goods. Once this is established, you then may have a choice between towing the trailer yourself or letting the Navy ship it for you. (Generally speaking, you cannot ship a trailer and household goods on the same set of orders.) The third way involves making a contract with a towing company yourself. This, however, involves special circumstances.

If you tow your own trailer, you are entitled to an allowance of 11 cents per mile between transfer points. This is in addition to the mileage entitlement which you have incident to the use of your own automobile for the transportation of yourself and your dependents.

When the government pays for commercial transportation of your house trailer, compensation will be made in the least expensive of three ways:

1. Payment of 74 cents per mile.
 2. Payment based on the average cost of trailer transportation between the two points you are required to travel.
 3. Payment based on the maximum cost of transporting household goods for a man in your grade traveling the distance you are required to travel.
- However, at the present time, payment of 74 cents per mile is the lowest of the three bases provided in all cases.

As mentioned before, there is another path to follow under special circumstances. If you receive permission to do so from your transportation officer (or from the transportation officer at the nearest activity), you may

make a contract with a commercial transporter to haul your trailer to your new duty station or home port. If time does not permit you to receive permission from the transportation officer prior to the shipment of your trailer, you may be reimbursed for such shipment provided approval is subsequently obtained from the transportation officer; otherwise, you will not be reimbursed for this shipment.

The term "commercial transporter" means a transporter who is operating pursuant to the Interstate Commerce Act in interstate commerce or under appropriate state statutes in intrastate commerce. Reimbursement is not authorized if the member makes a contract with any other commercial transporter.

Regardless of the method used in towing your house trailer, there are certain expenses which the government will not pay. These include storage charges (unless they are beyond your control), the cost of special handling which you request and the cost of insurance above the carrier's maximum liability. Needless to say, the government will not pay any costs above the ceilings imposed by the *Joint Travel Regulations*.

No matter how your trailer is moved, you should contact the transportation or legal officer nearest you before making final arrangements. This is doubly important if, in the absence of a transportation officer at your station, you believe it necessary to make your own contract with a commercial mover.

In any event, a consultation with a transportation or legal officer will frequently acquaint you with regulations which, if observed, will save you headaches and maybe a little money.

Complete information on trailer allowances is given in Chapter 10, Part A, of the *Joint Travel Regulations*.

Navy Directives: The Official Word

HERE'S A LISTING of some official directives and other reports which refer to personal affairs and financial management. Note that basic references to pay and allowances are contained in the *DOD Pay Manual*, *Joint Travel Regulations* and *Navy Travel Instructions* (ALL HANDS, July 1968).

Personal Commercial Affairs (SecNav Inst. 1740.2 series)
Annual Legal Checkup (DD Form 1543)
Your Personal Affairs (NovPers 15900C)
Legal Assistance Program (SecNav Inst. 5801.1 series)
Credit, Master or Servant? (NovPers 15221)
Savings Deposit Program (SecNav Inst. 7220.55 series)
Savings Bonds (SecNav Inst. 5120.3 series)
Banking Facilities (SecNav Inst. 5381.1 series)
Credit Unions (SecNav Inst. 5381.2 series)
Credit Unions Overseas (SecNav Inst. 5381.3 series)
Leave Travel Orientation (BuPers Inst. 4650.16 series)
Commercial Solicitation Controls (SecNav Inst. 1740.1 series)
Life Insurance Counselor's Guide (NovPers 15212)
Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1)
Motor Vehicle Liability Insurance (SecNav Inst. 5560.1 series)
Consequences of Less-than-Honorable Discharge (BuPers Notice 1626 series)
Indebtedness (BuPers Manual, article C-11104A)
Once a Veteran (NovPers 15855 series)
Federal Benefits Based Upon Type of Discharge (NavPers 1740/3)
Federal Income Tax Information (JAG Pamphlet NovExas P-1983)

Avoid Trailer Selling Pitfalls

MANY NAVYMEN planning to sell their mobile homes are foiled in their efforts because their trailers don't conform to state codes.

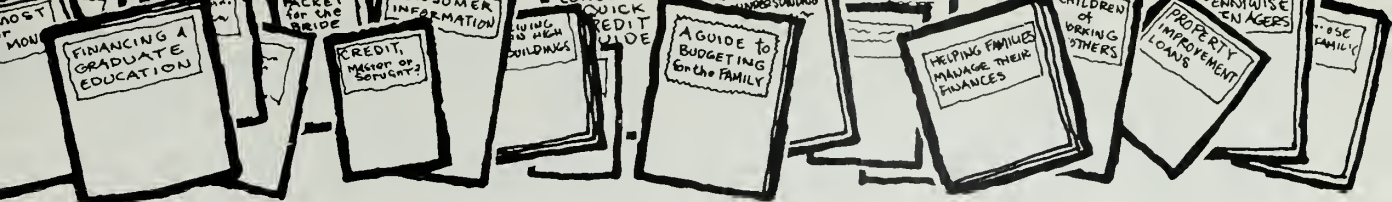
Needless to say, this causes considerable hardship, especially for Navymen going overseas. Since California is a much used gateway to the Pacific area, its regulations are of particular interest.

California regulations include travel trailers, camp cars and other vehicles used for human habitation which were manufactured after 1 Sep 1958 and which contain plumbing, heat producing or electrical equipment.

The state is interested primarily in seeing that trailers sold within its jurisdiction meet common-sense standards of safe and sanitary housing.

If information is not available from any local sources, contact the State of California Department of Industrial Relations, Division of Housing at 455 Golden Gate Ave., San Francisco, Calif. 94101 for a publication entitled *Rules and Regulations for Plumbing, Heating and Electrical Equipment in Mobile Homes*.

The Mobile Home Section of the Division of Building and Housing Standards, 322 W. First Street, Room 2124, Los Angeles, Calif. 90012 is another source of information on the subject.



A GOLD MINE OF INFORMATION Within Reading Distance

AS THE COST OF LIVING goes up periodically, it's important to every individual that he get the most for his money.

This is of particular importance to the Navyman who, more often than not, must manage his finances on a limited budget.

As a guide to help the Navyman as a consumer, ALL HANDS is printing here a list of government publications that contain helpful household hints and recommendations on financial management which may be useful to the military family.

To receive any one, or all, of these informative booklets, available at a nominal fee, write to Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

Be sure to list each booklet by title and catalog number, and to enclose the proper remittances, either check or money order, for each order payable to Superintendent of Documents. No postage stamps, please.

Family Finances and Credit

Are You Planning on Living the Rest of Your Life? 72 p. 30c Catalog No. FS 15.2: L76. A sort of "do-it-yourself planner" to be used at home by those approaching retirement.

Be a Good Shopper. 8 p. 5c Catalog No. A 43.2:Sh 7. Tells you how to plan your shopping trip, how to compare prices and qualities of sales, and describes protective agencies that help you get what you pay for.

Consumer's Quick Credit Guide. 2 p. 5c each, \$2.50 per 100 copies. Catalog No. A 1.11/3: C 86. To help you learn more about credit, this booklet discusses typical credit charges, buying on installment, and borrowing money; how to figure dollar cost of credit.

Credit, Master or Servant? 52 p. 25c Catalog No. D 2.14: PA-10. A DOD pamphlet dealing with sellers and lenders, credit, finance charges and rates, contracts, debts; how to protect yourself.

Excise Tax Reduction. Some Questions and Answers for Consumers. 9 p. 10c Catalog No. T 1.2: Ex 2.

A Guide to Budgeting for the Family. 14 p. 10c Catalog No. A 1.77: 108.

A Guide to Budgeting for the Young Couple. (rev.) 10c Catalog No. A 1.77: 98/2.

Guide to Record Retention Requirements (revised as of 1 Jan 1967). 80 p. 40c Catalog No. GS 4.107/a: R245/967. Tells what records must be kept under federal laws and regulations, who must keep them, and how long they must be kept.

Helping Families Manage Their Finances. 62 p. 40c Catalog No. A 1.87: 21.

Hi I'm Mr. Moneywise. I'd Like to Tell You Why I'm a Credit Union Member. 12 p. 10c Catalog No. FS 3.302: M74/2. Points out the advantage of being a credit union member; saving and borrowing money.

Managing Your Money, a Family Plan. 12 p. 10c Catalog No. A 43.16/2: M 74.

Money Worries? A Credit Union Can Help. 10 p. 10c Catalog No. FS 3.302: M 74. Tells what a Federal Credit Union is; how it is run; what it can do for you, for others; how you may lead the way in getting FCU services.

Now, Build Your Own Retirement Program With U.S. Savings Bonds. A Do-It-Yourself Plan That Really Works. 6 p. 5c Catalog No. T 66.2: R 31/5/965. Gives some of the special features of Savings Bonds and a few of the reasons they are ideally suited for a tailor-made retirement savings program.

Packet for the Bride. Packet of 10 books. \$1.50 Catalog No. A 1.2: B 76. Designed to assist the bride in her new experience of shopping for two, can also prove helpful to consumers and the experienced homemaker; aids in preparing wholesome, attractive meals and in getting full value for every food dollar spent.

Part-Time Employment for Older People. 19 p. 15c Catalog No. FS 14.11: K41/2

Understanding Life Insurance for the Family. 12 p. 10c Catalog No. A 43.2: In 7/2

When You Use Credit for the Family. 12 p. 10c Catalog No. A 43.2: C 86. Discusses reasons for and against credit, how to understand your credit contract; explanation of words used in credit deals; credit costs; kinds of credit.

Report on Family Living in High Apartment Buildings. 28 p. 30c Catalog No. HH 3.2: F 21/2.

Improving Home and Family Living . . . Among Low-Income Families. 24 p. 15c Catalog No. FS 1.2: H 75/2.

Know Your Money. 36 p. 25c Catalog No. T 34.2: M 74/966.

Know Your Rights, What a Working Wife Should Know About Her Legal Rights. 14 p. 15c Catalog No. L 13.11:39.

Now That You Are Retiring. (In preparation.) Catalog No. FS 3.35: 853/4.

Social Security Information for Young Families. 15 p. 10c Catalog No. FS 3.52: 35b.

Some Legal Aspects of United States Savings Bonds, Income Taxes, Estate Taxes, Gift Taxes, Change in Ownership, Rights of Survivors, Judicial Proceedings. 12 p. 15c Catalog No. T 66.6/2: L 52.

You Don't Have to Retire Completely to Get Social Security Benefits. 2 p. 5c Catalog No. FS 3.35: 23c/3.

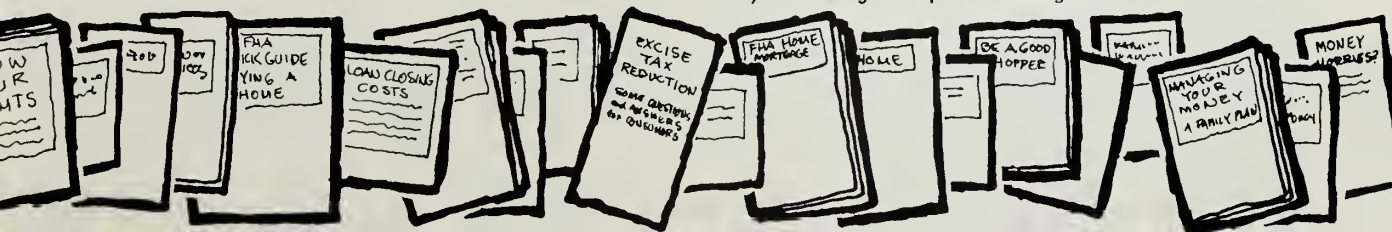
Your Social Security. 32 p. 10c Catalog No. FS 3.35: 35/27.

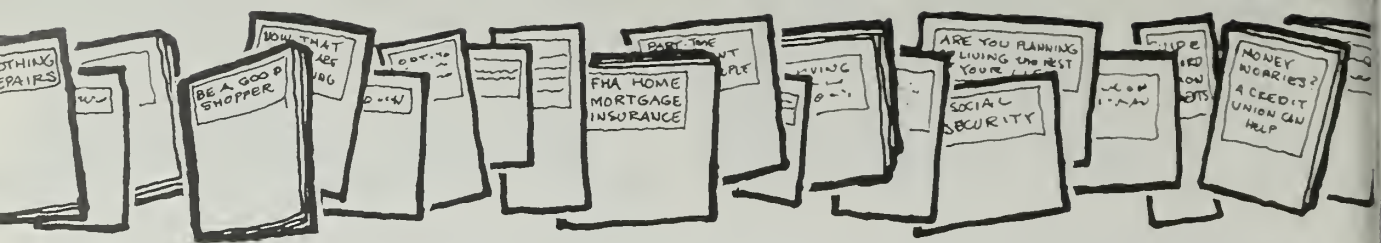
Your Social Security Check. 6 p. 5c Catalog No. FS 3.35: 860/5.

Your Social Security Earnings Record. 24 p. 10c Catalog No. FS 3.35: 93/11.

Children of Working Mothers. 38 p. 20c Catalog No. FS 14.11:382.

Pennywise Teenagers. 6 p. 15c Catalog No. FS 5.210: 10044.





Clothing and Fabrics

Clothing Repairs 30 p. 25c Catalog No. A 1.77: 107. Painters on how to hold down clothing replacements and costs to prevent waste. Contains information on equipment and aids for basic repairs on clothing.

Making Household Fabrics Flame Resistant. 8 p. 5c Catalog No. A 1.35: 454/3. Tells how household fabrics may be made flame resistant by treating them in the home with various flame-resistant solutions; how to prepare and apply the solutions.

Removing Stains From Fabrics, Home Methods. 30 p. 15c Catalog No. A 1.77: 62/3.

Simplified Clothing Construction. 32 p. 25c Catalog No. A 1.77: 59/3.

Food

Food for Families With School Children. 24 p. 15c Catalog No. A 1.77: 13/7.

Food for the Family With Young Children. 16 p. 10c Catalog No. A 1.77: 5/7.

Family Food Budgeting for Good Food and Good Nutrition. 16 p. 10c Catalog No. A 1.77: 94.

Food for the Young Couple. 16 p. 10c Catalog No. A 1.77: 85/2. Describes their weekly food plan, gives a week's menus, tells how the couple cuts food costs, and provides other helpful information.

Home Freezers, Their Selection and Use. 22 p. 15c Catalog No. A 1.77: 48/3.

Money-Saving Main Dishes. 46 p. 20c Catalog No. A 1.77: 43/3. Contains recipes and suggestions for about 150 main dishes—easy to make, hearty, and economical.

Vegetables in Family Meals, a Guide for Consumers. 32 p. 15c Catalog No. A 1.77: 105.

Poultry in Family Meals, a Guide for Consumers. 30 p. 15c Catalog No. A 1.77: 110/2.

Home Financing

FHA Home Mortgage Insurance. 16 p. 10c Catalog No. HH 2.2: M 84/6/966. Shows maximum mortgage amounts, minimum down payments, and monthly mortgage payments for owner-occupied, one-family homes.

FHA Insured Loans for Major Home Improvements. 8 p. 10c Catalog No. HH 2.2: Im 7/2/965 (FHA No. 206).

FHA "Quick Guide" to Buying a Home. 10 p. 10c Catalog No. HH 2.6/6: H 75/4/966 (FHA No. 428-A).

Homes in Florida, Attractive Home Buying Opportunities, \$7000-\$15,000. 12 p. 20c Catalog No. HH 2.2: F 66. Discusses types of homes available from FHA, made possible through sales of FHA homes acquired under its mortgage insurance program. Tells location, financing, taxation benefits, eligibility, and how to see the homes.

Loan Closing Costs on Single-Family Homes in Six Metropolitan Areas. 59 p. 25c Catalog No. HH 1.2: L 78.

Financing Home Purchases and Home Improvements. 16 p. 10c Catalog No. HH 1.27: 31.

Tenants' Rights: Legal Tools for Better Housing, Report on a National Conference on Legal Rights of Tenants. 44 p. 25c Catalog No. J 1.2: T 25.

Property Improvement Loans. 12 p. 10c Catalog No. HH 1.27: 13/2. Briefly discusses insured loans, who can borrow, purposes

and types of Title I loans, how it is possible to have more than one loan, how to apply; selection of contractor or dealer.

Advice on the Purchase and Sale of a Home and Lease of Dwellings by Military Personnel, USAF JAG Law Review, No. 4, Volume VIII, July-August 1966 (Special Issue), 30c The publication has sections covering assistance available, types of listing, financing, purchase of homes under construction and newly completed homes, tax considerations, an explanation of forms, closing settlement procedures, and information on leasing.

Financing an Education

Borrowing for College, a Guide for Students and Parents. 11 p. 20c Catalog No. FS 5.255: 55039. Discusses loans available through federal, state, and college programs and commercial lending institutions.

Financial Assistance for College Students, Undergraduate and First-Professional. 91 p. 50c Catalog No. FS 5.255: 55027-64. Directory of institutional financial aid programs arranged alphabetically by states; provides information on financial help . . . loans, scholarships, service grants-in-aid, campus employment.

Financing a College Science Education. 20 p. 15c Catalog No. NS 1.2: C 68/2. Discusses the family's part in paying for college; choosing a college; locating financial assistance; federal support for students of science; useful references.

Financing a Graduate Education. 17 p. 15c Catalog No. FS 5.255: 55036. Gives helpful information about costs, personal and family resources, types of financial assistance, and sources of financial assistance.

1967-68 Modern Foreign Language Fellowship Program, National Defense Education Act Title VI. 21 p. 15c Catalog No. FS 5.255: 55034-68. Discusses how awards are made, general criteria, eligibility requirements, duration of fellowships, application procedures, categories of awards, and study abroad.

Social Security Cash Benefits for Students 18-22. 6 p. 5c Catalog No. FS 3.35: 887.

Student Assistance Handbook, Guide to Financial Assistance for Education Beyond High School. 241 p. 60c Catalog No. 89-1: S. doc. 26. Provides financial aid information and other guidelines for students throughout the nation who are seeking to continue their education beyond high school.

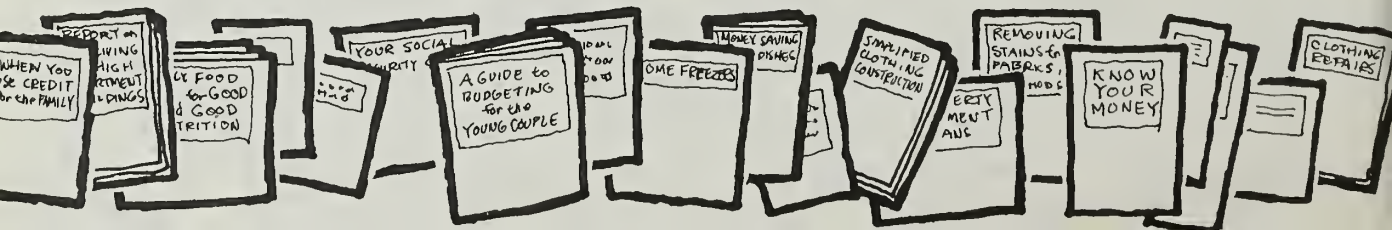
Miscellaneous

The Most For Their Money. 57 p. 40c Catalog No. Pr 36.8: C76/M 74. A report of the Panel on Consumer Education for persons with limited incomes.

Consumers All, Yearbook of Agriculture, 1965. 496 p. cloth. \$2.75 Catalog No. A 1.10: 965. A practical book of facts for everyone who has a part in the management and care of a house, home, and family.

Your Retirement System, Questions and Answers Concerning the Federal Civil Service Retirement Law. 46 p. 20c Catalog No. CS 1.48: 18/9.

Consumer Information. 38 p. 10c each. \$7.50 per 100 copies. Price List 86-3rd Edition. Lists over 500 publications, including those listed above, which may help the Navy family spend its money more wisely. General topics cover information on appliances, child care, clothing and fabrics, family finances and credit, food, gardening, health and safety, house and home, and recreation.



First Quadrennial Review Of Military Compensation

THE SUBJECT OF PAY is always an interesting one, and the possibility of pay in the future is a matter of even more intense interest. As ALL HANDS readers are aware, a recent study of military compensation has been published.

Earlier this year, Volume I of the first *Quadrennial Review of Military Compensation* was issued in response to the 1965 Military Pay Act. Following Presidential authorization, this report was transmitted to the Congress by the Secretary of Defense, the Honorable Clark Clifford.

The first volume of the report, covering only the subject of "Active Duty Compensation," runs to 151 pages alone. In anticipation of an increasing number of inquiries in the report, a brief summary is reported below.

The 1965 Military Pay Act required the President to direct, not later than 1 Jan. 1967, a complete review of the principles and concepts of the military compensation system, reporting to the Congress findings of the study and recommendations for statutory changes in the system. The law further specifies that comparable reviews will be conducted not less than once each four years thereafter.

In March 1966 the Assistant Secretary of Defense for Manpower activated a special study group of Department of Defense, the Services, and other Federal department representatives and headed by Rear Admiral Lester E. Hubbell to conduct the initial review.

The first portion of the review, which covers active duty compensation, has been transmitted to the Congress for information and on an interim basis. No legislative proposals will be made at present. The Defense Department, however, anticipates submitting specific legislative proposals after the Quadrennial Review has been completed, to include recommendations concerning retired pay and survivor benefits, and as directed by the President.

The report recommended that the military compensation system be revised to establish a direct salary system for career personnel. Non-career personnel would continue to receive compensation similar to the present system.

Career and Noncareer Pay Methods

There would be two pay methods, one for careerists and one for short-timers who do not plan to stay in uniform beyond an initial tour.

The latter group would include all persons in pay grades E-1, E-2, E-3, E-4 and E-5 with between two and four years of service whose total active service commitment is less than six years.

All other enlisted members and all officers would

make up the career group. To qualify as a "careerist" you must meet one of the following qualifications: (1.) E-6 and above, including all officers; (2.) E-4 and E-5 with more than four years of service for pay; (3.) E-4 and E-5 with over two but under four years of service for pay and a six-year active duty commitment.

Noncareer Pay Method

For noncareer members, most of whom are young and single and expect to complete only one period of active service:

- Existing principles and concepts of compensation would be continued.
- Basic pay would be redesignated "personal money pay" since that cash is in addition to food, clothing housing and medical care furnished by the government.
- Personal money pay would be maintained at a level above average residual income (pay after necessities) of persons earning the Federal minimum wage and of employed single high school graduates of the same age level.
- Personal money pay would be adjusted annually as required to keep it abreast of pay increases granted

After the Review, What's Next?

This is the path that must precede enactment of legislation which would effect any revision in military pay and compensation.

First of all the task force assigned to the Quadrennial Review must complete its study. It has not yet finished its work on the "military estate" program, part of the study required by law.

The remaining steps require the following:

- Department of Defense, Bureau of the Budget, and Presidential endorsement of the completed report and the legislative proposals stemming from it.
- Formal presentation of draft legislation to the Congress.
- Consideration of it by the Armed Services Committees of the Senate and the House of Representatives, including study of proposals, possible modification, and approval of bills to be voted on by each house.
- Independent passage of the bills by the Senate and the House of Representatives.
- Presidential signature enacting final legislation into law.
- Implementation of the law by Department of Defense and the Services.

to enlisted members of the career force.

- Dependents' assistance allowances would be continued for those with dependents and adjusted as required by changes in rental costs. Persons in grade E-5 would be added to those eligible for dependents' assistance allowances.

- Certain "career committed" enlisted members would be switched to the career pay method (described below) before reaching grade E-6. These would be those who (1.) are promoted to E-4 or E-5 in two to four years and have total commitments of at least six years or (2.) are in grade E-4 or E-5 and have at least four years' service for pay purposes.

- The regular reenlistment bonus would be discontinued and funds redirected into career-level salaries for the "career committed" group.

It is important to note that the variable reenlistment bonus would not be affected by this provision.

'Unduly Complex and Confusing'

The first Quadrennial Review of Military Compensation reported that one of the major deficiencies in the present method of pay and compensation was "undue complexity and confusion."

A person in uniform on active duty can receive his total compensation as almost any combination of more than 20 elements and, as a consequence, few military members can accurately estimate their total compensation. This has been described as "fragmentation" of military pay.

A survey conducted for the Navy asked officer and enlisted personnel who had completed an initial tour and who were potential careerists to estimate their military earnings. They consistently underestimated military earnings throughout a career by 10 to 24 per cent.

Also detrimental to member confidence in his pay, when banks and finance companies were asked how they valued military compensation for lending purposes, the answer was much the same. Total compensation of an O-1 was underrated by 30 per cent. The same institutions rated an E-7 chief petty officer 12 per cent too low and an O-6, 4 per cent too low.

As one way of overcoming this general lack of confidence among military members in what their compensation is and how it is determined, the task force recommended that the military counterpart of civilian salary be identified and displayed as a military salary. This salary would replace the following compensation items: basic pay, quarters and subsistence allowances, tax advantage from the nontaxable allowances, and the imputed retirement contribution.

A second reason why military pay is undervalued may be found in the numerous ways in which it is received. Unlike the civilian, most of whose compensation is in taxable cash, the military member receives less than 60 per cent of his compensation as taxable cash. The chart on these pages shows by percentage how a member receives compensation as cash, in-kind, or cash allowances, savings and deferred payments.

The VRB would continue, based on the new salary instead of the present basic pay.

Career Pay Method

Substantial and continuing shortages of both enlisted and officer personnel in the four-to-14 years of service group have existed for the past several years and continue to exist. Compensation is believed to be a major cause of this persistent shortage of mid-career personnel.

Three major deficiencies in the present compensation system were identified by the special group conducting the first Quadrennial Review of Military Compensation. These are:

- 1.) Undue complexity and confusion. Few Armed Forces members, including career members, have an accurate idea of their incomes from military service.

- 2.) No equitable distribution. More than 40 per cent of the pay received is based on factors other than work performed. (See box at right.)

- 3.) No accepted quantitative standard for measuring the comparability of military pay. (See Table at right.)

To eliminate these deficiencies, the following new principles are recommended for career compensation:

- A single table of military salaries based on pay grade and years of service would be adopted. The present elements of regular military compensation—basic pay, quarters allowances, subsistence allowances and the Federal income tax advantages on these allowances—would be discontinued.

- Amounts of military salaries would be set by linking the military grade structure to the civil service payroll and, through this, to the private sector. (See below). A six and one-half per cent retirement contribution would be included.

- Members furnished quarters and subsistence by the government would pay fair monthly charges from their military salaries.

- Military salary would be taxable income.

- A monthly retirement contribution, in the same percentage as the Federal Civil Service retirement contribution, would be made from the military salary. The military member's contribution would be fully refundable to the member if he left the active service before retirement.

- A longevity structure for in-grade increases would

'Linkage'

At the possible risk of over-simplification, "linkage" might be said to refer to the concept that, by making military-to-civilian comparisons to some jobs and military-to-military to others, military pay can be made comparable to civilian on the basis of the general level of work performed. (The technical discussion of linkage occupies several pages in the task force report.)

The task force recommends, for example, linking pay grades O-8 to GS-18, O-1 to GS-7, and E-3 to GS-3, as the standard for measuring the comparability of military salary rates to Federal Classification Act salary rates and, through them, to private enterprise salary rates.

be retained. Promotion to the next higher grade would be rewarded more than longevity in grade.

- *No member would receive less take-home pay under the military salary system than he did before the system went into effect.* (This would be insured under a one-time save-pay provision.)

- All special pay except responsibility pay would remain unchanged. The concept of responsibility pay, which never has been used, would be abolished.

- Incentive pay for hazardous duty, including flight pay, would not be changed but would be studied further for adequacy and proper relationship to the military salary structure.

Military Estate Program

Extensive further study of the Military Estate Program (retirement, disability and survivor benefits) is recommended. Following such study, the remaining volumes of the Quadrennial Review will be transmitted to the Congress.

Meantime, two proposals have been made for the period between the switch to the military salary system and completion of the military estate study.

The first would continue separation pay as it now

How Military Personnel Receive Compensation
(Cash, in-kind or cash allowances, savings and deferred payments)

Method of Payment	Per Cent of Total
Toxable cash	58.8%
Nontaxable cash allowances	11.5
Allowances in kind, nantoxable	8.7
Savings (medical, tax advantage, etc.)	9.5
Deferred compensation (Retirement occruols, nat naw vested)	11.5
TOTAL	100%

is, and would make career enlisted personnel eligible for this pay. In addition, there would be minor changes to conform with the salary system.

Retirement pay and survivor benefit provisions would remain unchanged except that a table of military benefit base amounts (MBBA)—comparable to the old basic pay—would be used in computing payments. In the future, the MBBA table would be adjusted by the same average per cent as Federal salaries were increased.

'Sixty Per Cent of Military Compensation Is Related to Services Performed'

Only 60 cents out of the military salary dollar is related to services performed, according to the report of the Hubbell task force. The remainder is determined by dependency status, whether the member is provided his allowances in kind or draws them in cash, and whether he stays to collect retirement.

For example, an E-5 bachelor living on base receives the equivalent of \$4630 a year, while the E-5 bachelor living off base receives the equivalent of \$5842.

The inequity shifts positions in relation to married men at the E-5 level. The man living in government quarters receives the equivalent of about \$400 more. For example, the married man living off base receives a salary of \$5842; the married man living in quarters, \$6247.

Further, for many years adjustments have been sporadic, so that, today, allowances bear little relationship to actual costs. Again, for example, only three adjustments have been made in quarters allowances since 1946. But 10 adjustments have been made in basic pay over the same period. Subsistence allowance for officers, now \$47.88 a month, was last adjusted in 1952—more than a decade and a half ago.

The family living off base spends substantially more on housing than its basic allowance for quarters. Only one-third of the career force families can be housed on base. These families forfeit only their BAQs and are generally subsidized in regard to housing accommodations when compared to career families who live off base.

The imputed retirement contribution is considered to be a part of total salary for all members for the purpose of setting basic pay. Traditionally, this is a significant portion of military compensa-

tion in the minds of all interested parties: the member, compensation planning staffs, the Congress, and the public.

In actual distribution of funds earmarked for military retirements, only a minority of the force ever realizes any benefit from amounts considered to be a part of their total compensation through years of military service. Among career enlisted men only 46 per cent actually collect retired pay. Among officer personnel, the percentage is even smaller. Only 18 per cent retire.

This condition greatly discourages mid-length careers, the Hubbell task force believes. It does not become a positive incentive for retention until about the eighth year of active service. Equally undesirable, it then tends to lock people in the system until they can retire—most at the 20-year point.

To achieve equity based on both services performed and years of service put in, the task force recommends that—

- The same salary be paid to all career personnel of the same grade and years of service without regard to dependency status or quarters occupancy status.

- The retirement contribution be vested to the member—that is deducted regularly from his military salary—and be refundable to him if he leaves military service short of retirement.

Since a member who transfers to a Reserve component retains his potential eligibility for military retirement, his retirement contribution would not be refundable at the time he was separated from active duty. It would, however, be refundable at any later date at which his potential retirement eligibility ended.

TAFFRAIL TALK

If the tips on managing your finances which appear in this issue are any help in keeping your wallet in condition, words of thanks should be extended to several members of the staff whose names do not appear on the masthead.

The staff writers included Chief Journalists Dan Kasperick and Marc Whetstone, Journalist First Class Jim Teague, and Navy civilian writer Robert Neil. Mr. Edward Jenkins played an important role in research and fact-checking. Lending an administrative hand was Personnelman Seaman Carole Meadows; who recently joined the staff as the first Wave in 15 years (the staff grin spreads from here to here).

The excellent illustrations were the work of civilian artist Michael Tuffli and Draftsman Seaman Bob Swain. Doing his usual fine work on layouts was Journalist Second Class Larry Henry.



The old note-in-the-bottle idea has become famous as a subject for cartoons, but a young sailor on the carrier USS INTREPID (CVS 11) found out that it's not really such an improbable joke.

Last Christmas Day, Electrician's Mate Robert D. Yoachum stuck a half-dozen sheets of paper in a good-sized bottle and threw it over the side. At the time, the carrier was making a return trip to Norfolk, after an eight-month stint in Tonkin Gulf. Since the Suez Canal remained closed, she was making the long trip around the southern tip of Africa.

Two days before the ship rounded the Horn, Yoachum cast into the sea his glass parcel containing a thesis on society, a brief history of the United States, news articles of current events, and his mailing addresses on the ship and at his home in Harrah, Okla. Soon afterward he forgot the whole thing.

One hundred and forty days later, in the best traditions of "Believe It Or Not," the *Intrepid* sailor received a letter from a man who found his bottle.

But here's the real kicker. The bottle was found by a Frenchman fishing off the coast of Venezuela.

Apparently, it had bobbed around the stormy tip of Africa and angled north to cross the Atlantic Ocean just as though it was following Yoachum on its own. By the time it attracted the attention of the fisherman, the bottle had drifted more than 5000 miles.

The letter received from the finder was written in French and told how the fisherman had to have the documents in the bottle translated. He asked where the bottle had started from and the sender's intent?

Yoachum said he planned to answer the letter, but this time by way of the postal system.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: KEEPING FIT**—Physical fitness is every Navymen's responsibility, and it is quite obvious that Gory W. Duncon is a responsible Navymen as he puts tension on a line at the Pearl Harbor boothhouse. His rate? He's a YN 2nd Class.—Photo by LT Skiff.

ALL HANDS



THERE'S A FINE FUTURE



IN A GOOD BALANCE

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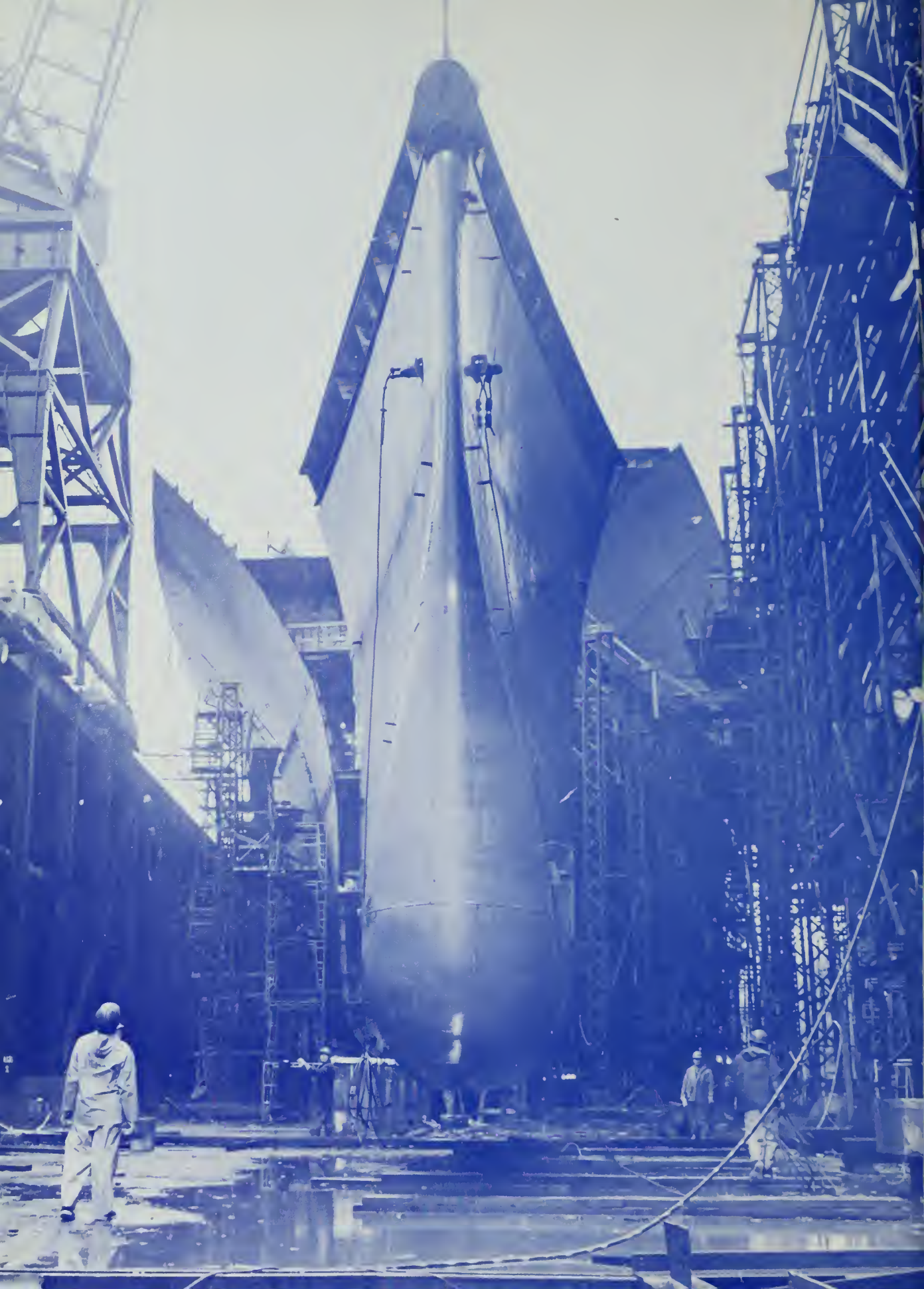
ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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COPY ALONG

SEPTEMBER 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1968

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NUMBER 620

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



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• **AT LEFT:** SHIP SHAPING UP—Lower bow section of ammunition ship USS Butte (AE 27) is lowered into place by shipyard riggers at Quincy, Mass. The new AE was launched this summer and is slated for commissioning in January 1969.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



A U. S. NAVY vessel makes her way slowly toward a rendezvous off the northern coast of South Vietnam. Running quiet and dark, her gray hulk is softly silhouetted against the faint moonlight. The only sound, the steady hum of her engines. The only illumination, the dull glow of her red night lights. Eerie reflections from the lights accent the seriousness of the Captain's face as he prepares for battle.

At dawn she springs to life.

"General Quarters. General Quarters. All hands man your battle stations," blare the ship's loudspeakers.

The boatswain's pipe shrieks. "Crews man your craft."

"Ballast control prepare to take her down," comes the order over a telephone headset.

'Crews

A horn sounds. "Stand by to launch."

Stand by to launch? Take her down? Is it a carrier, or a submarine?

Neither. The amphibious transport dock *uss Cleveland* (LPD 7) is beginning a landing operation.

Cleveland regularly ballasts down her stern in the same way a sub dives into the sea. Once her stern is down she launches her landing craft and amphibious tracked landing vehicles

WELL DONE—Landing craft and amtracks leave flooded well deck of *USS Cleveland* during amphibious operation.





MOTHER TO MANY—USS *Cleveland* (LPD 7) has capability to launch waves of amphibious craft from her well deck.

—Man Your Craft'

(amtracks), spitting them out of her well deck like so many watermelon seeds.

Making a full 20 knots and running parallel to the beach, *Cleveland* hurls the amtracks into the sea at spaced intervals. Already lined up in the boat lane, the vehicles make their turn on signal and head for the beach. Once ashore the embarked Marines will begin ground operations against enemy positions.

"When those amtracks cross over the sill, it's like being catapulted from an aircraft carrier," remarked one embarked Marine. "Once they hit the ship's wake they just take off flying."

BECAUSE THE SHIP has reduced maneuverability while ballasted down, it is important that she get down, launch her craft, and recover her stern as fast as possible. Forty-two ballast tanks, five air compressors, and a master control room help her do this.

The ship is ballasted by flooding selected tanks through hydraulically operated sea-ballast valves. As the water rushes in, the air in the tanks escapes into the atmosphere through motor-operated vent valves.

"We can take her down a foot a minute," said Shipfitter 2nd Class Dale W. Lyons, "and bring her up just as fast. This may seem slow to submariners, but it only takes four

feet of water to launch the smaller boats. Five and one-half feet is enough to launch the larger utility landing craft and amtracks."

Lyons is the petty officer in charge of the Ballast Control Room, the nerve center for all ballasting operations. From there, the 25-year old sailor controls each evolution, operating a control console that stands 10 feet high and 15 feet wide.

Buttons operate the sea-ballast, air blow, and vent valves. Indicator lights show the position of the valves, and what motors and air compressors are running. A draft gauge system provides a continuous indication of the ship's draft from bow to stern, as well as the depth of the water in the well deck.

When the time comes to deballast, Lyons presses various buttons, and vent valves close as air-blow and sea-ballast valves open. Twenty pounds per square inch of air pressure from the compressors forces the seawater back through the sea-ballast valves, and the ship rises to the desired level.

THE CONSOLE was designed to be operated by three people. Lyons works it by himself. "At first I was afraid of all those buttons and lights," said the nine-year Navyman, "but now it seems as natural as breathing."

Lyons has two helpers in the control room. He uses them as telephone headset operators, one with a direct circuit to the ship's bridge, and the other a direct circuit to the well deck crew.

"With two phone talkers on different circuits," he remarked, "we have constant communications with both places and don't have to worry about a busy signal."

As soon as *Cleveland's* Marines are ashore, she begins to launch utility and mechanized landing craft filled with ammunition, jeeps, trucks, tanks, and other support equipment.

When the operation is completed, she will reload everything she has launched and make her way to the next rendezvous, where she will have another opportunity to take her down.—Dick Benjamin, JOC, USN.

ON THE BOARD—D. W. Lyons, SF2, USN, mans controls of Ballast Control Room console of *Cleveland*.





COMING HOME—An A-1 Skyraider returns to Seventh Fleet USS *Coral Sea* (CVA 43) following mission in Vietnam.

PIPED ASHORE: OUT ON

THE SUN WAS SETTING over Tonkin Gulf. It was a tropical evening in mid-February, 1968, and the last A-1 *Skyraider* to fly into combat from a Navy ship settled on the flight deck of USS *Coral Sea* (CVA 43).

At the controls was LTJG Theodore D. Hill, Jr., of Attack Squadron 25. He had just completed the A-1's final combat mission, supporting troops at besieged Khe Sanh.

It was fitting that the end of com-

bat for the A-1 should come aboard *Coral Sea*, and with a VA-25 pilot in the cockpit, because both this ship and the squadron played major roles in the first Navy showing of the plane more than 20 years before.

That was in 1947 when the squadron (then designated VA-65) received the new *Skyraiders* off the assembly line in El Segundo, Calif. Their pilots regarded the bulky-looking aircraft as the "big, husky war-bird," well designed to give close air

support to the troops in the field.

As soon as the plane became operational, the squadron moved aboard *Coral Sea*, then the newest of the Fleet's flattops. Their relationship over the next two decades was to be closely bound by the fact that on the ship's maiden voyage, the first launch and recovery of aircraft on her deck was made by a *Skyraider*, piloted by Commander (now Rear Admiral) Paul D. Buie.

From a historical point of view, the *Skyraider* pattered into the space-age on a single propeller at a time when carriers were being bedecked with sleek, swift jets. Her somewhat out-moded appearance prompted jet pilots to call her the "Spad," after the famous World War I biplane, the French Spad (named from the initials of the Societe pour Aviation et ses Derives, by whom it was built).

WHAT THE LATEST SPAD lacked in speed and beauty, she made up for in stamina and strength. Even as the first jets became obsolete, giving way to newer, faster models, the A-1 hung on. She kept on pattering. Before long, ridicule towards her changed to respect.

The *Skyraider* first tasted combat in 1950 when VA-25 flew from the deck of the carrier *Boxer* (CV 21) to strike targets in North Korea. It

FIRST CRUISE—*Skyraiders* line the flight deck of *Coral Sea* as they prepare to take off during the new carrier's shakedown cruise in January 1948.





SPAD has completed its mission.

TWENTY

was also the A-1 that flew cover for the United Nations forces that evacuated Hungnam in the early months of the conflict. In all, *Skyraiders* made three Korean cruises aboard *Boxer* and the carrier *Philippine Sea* (CV 47).

Ten years passed, yet the A-1's usefulness continued to grow as South Vietnamese pilots were trained to fly them.

Soon afterward, *Skyraiders* flown by Navy pilots joined the fight in Southeast Asia, striking communist supply depots and troop concentrations in the south. They also went to the forefront when air strikes were ordered on North Vietnam. It was then, however, the image of the *Skyraider* Spad began to fade.

In the decade that had passed since Korea, communist air defenses had made some substantial advancements. The plane's slow speed made it too vulnerable a target.

FOR A TIME, the *Skyraider* held her own in the southern panhandle of South Vietnam, hitting supply depots and bombing material moved by boat, rail and highway to Viet Cong and North Vietnamese troops fighting south of the DMZ.

Her days of combat flying for the Navy, however, were numbered. Commander C. E. Church, Com-



READY TO GO—Assistant catapult officer waits hookup of A-1 *Skyraider*. Below: Pilot mans his plane while readying for mission over the Tonkin Gulf.





KOREAN ACTION—SPADS from USS Boxer (CV 21) return from mission and receive signal for take-off back in 1951.

manding Officer of Attack Squadron 25, explains why:

"We were simply too slow. Until October 1966, the Spad was just another airplane in the struggle over North Vietnam. We pretty much had the same targets in the lower areas of the country as the jet squadrons had, and we did the job equally as well. But, when the enemy installed his missile sites, he drove us out because of our slower speed."

The end hadn't come just yet, however. The Spad wasn't finished. She stayed in the fight as part of the Rescue Combat Air Patrols. In this capacity, the A-1 would launch with each strike group, but rather than move to within AA or SAM range,

she would orbit just off shore where she stood ready to lend a hand if a strike pilot was forced to ditch. Her job then was to escort a rescue helicopter to the recovery scene and remain as a cover until the pickup.

One VA-25 pilot remembers those RESCAP missions were not as exhilarating as the combat strikes, but they did generate a sense of pride within the squadron. "It was a most satisfying experience, knowing that you've helped get a compatriot out and back to his ship or base," he said.

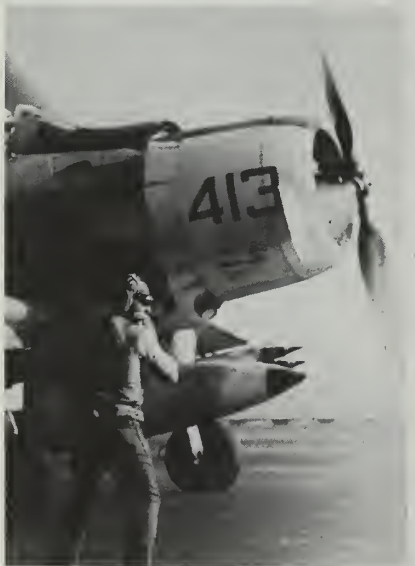
ALTHOUGH THE *Skyraider's* primary mission in connection with flights over North Vietnam had been changed, she made one final strike

above the 17th parallel on 16 February. A flight was sent to the northern edge of the DMZ to hit artillery sites harassing U. S. ground troops dug in a few miles to the south. Four days later, after a last strike on enemy forces around Khe Sanh, the A-1 *Skyraider* landed on *Coral Sea*, folded her wings, and settled into the ship's hangar bay.

"Nostalgically, we hated to see the Spad go," said CDR Church, recalling that last flight, and the day —10 April—when the plane was officially placed out of commission at Lemoore, Calif.

"But," he concluded, "since it prevented us from playing more than a limited role out there, in that light we were happy to get rid of it and pick up something that'll get us back into the mainstream."

DECK ACTION aboard *Coral Sea* prepares since retired *Skyraiders* for launch.



THAT SOMETHING is the Navy's newest jet, the A-7 *Corsair II*, which the squadron switched to this spring after returning to the West Coast. In the A-7, the seasoned prop pilots will have the opportunity to resume their role as strike pilots upon return to Vietnam. Furthermore, they will continue to carry on the distinction of flying a plane that can stay aloft longer and carry a heavier payload than most Navy jets in combat today.

It seems fitting that these characteristics should remain unchanged in honor of the bulky Spad which created the squadron's spirit of endurance more than 20 years ago.

—Jim Lea, JO1, USN.

Photos by Jean Cote, PH1, USN.

LAB IN THE SEA

BY THE 1970s, teams of scientists may be working a mile beneath the ocean surface for 30-day periods in fully equipped oceanographic laboratories.

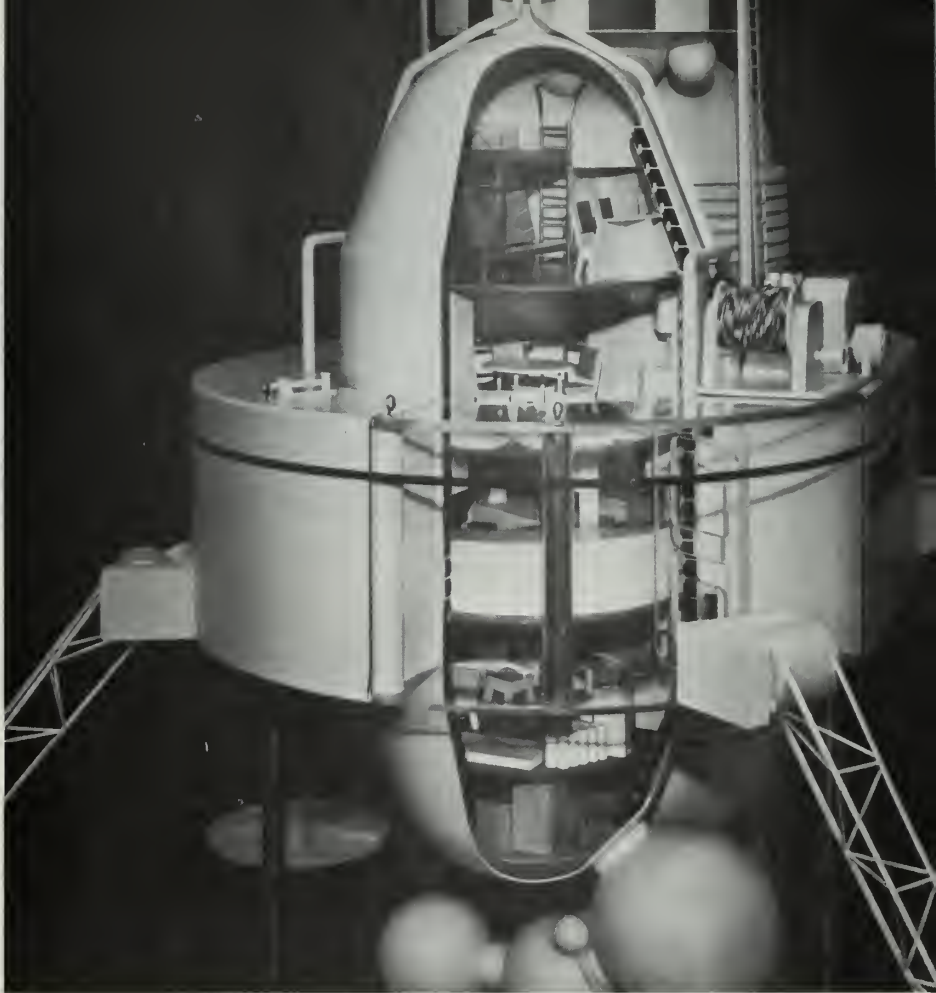
The scientists' ocean laboratories will be called manned underwater stations. A "conceptual contract" for the development of such a station has been awarded by the U.S. Naval Civil Engineering Laboratory (NCEL). As conceived under this contract, the scientific station will provide a shirt-sleeve environment for five scientists at depths to 6000 feet in the open ocean. It will be an operating platform from which scientists can accomplish useful work on the bottom and in the water column.

The station will be composed of two vertical cylinders resulting in a vehicle 42 feet long, 48 feet high and 30 feet wide. One of the cylinders will house a power plant, using an umbilical cable to the shore or surface. The scientists will live and work in the other cylinder. Laboratory space will be provided on two decks, and a third deck will be used for berthing and living quarters. A fourth deck is provided for station operation and control.

From the station, scientists will be able to observe undersea environments either directly through viewports or indirectly by closed circuit TV. They will be able to collect samples with a manipulator and bring them into the station's pressure envelope through a lock-in/lock-out system. A small drone is envisioned for extended observation.

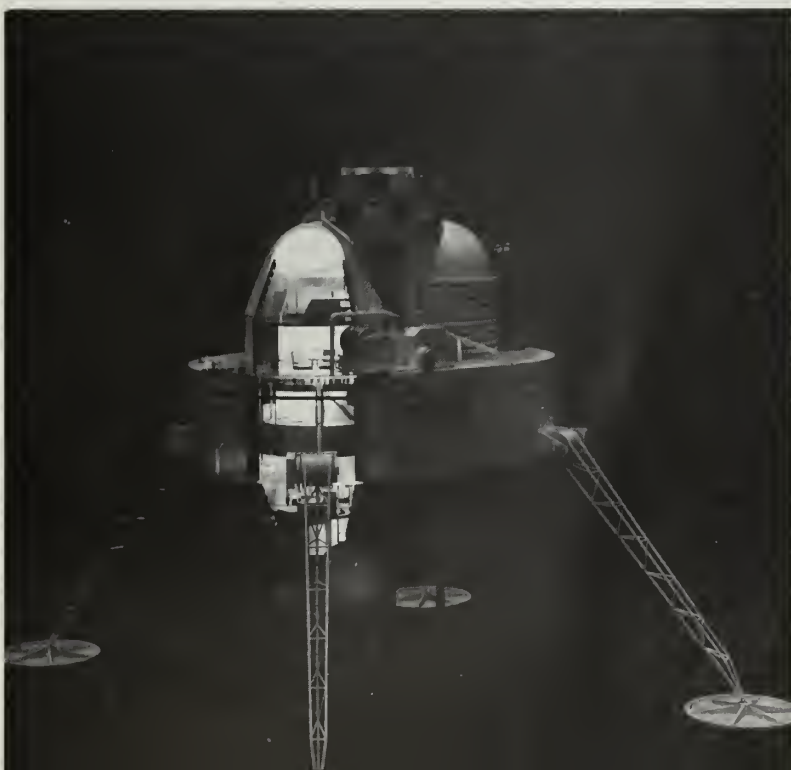
In use, the station will be positively buoyant and tethered from an anchor. All equipment that could become entangled will be jettisonable. Additional droppable ballast also is incorporated in the design. A connecting sphere between the two hulls will provide an escape trunk feature similar to that used on modern submarines. Emergency life support and power will be available.

The manned underwater station project is tied in with other ocean



engineering operations concerned with ocean exploitation. For example, the deep submergence rescue vehicle being developed and built for submarine rescue operations can

be mated to the station. Communications from the station to submerged vehicles, surface vehicles, land-based stations and even orbiting satellites is being considered.





ANGEL MEN—Copter pilot LTJG E. L. Murphy, R. B. Marks, PR1, USN, and R. A. Cantrel, AN, USN, check "angel".

Angel Driver

THE YOUNG lieutenant walked across the carrier deck with the quick, light step of a man who was sure of himself. As he passed, others would nod, slap him on the shoulder or stop for a brief conversation. It was all very friendly—just like a familiar neighborhood.

When the lieutenant reached his aircraft, however, his manner became precise and professional and, unlike most men going to work, he hoped his day would be uneventful.

The reason was simple. The lieutenant was an "angel" driver. His job was to hover near his ship like a guardian and rescue anyone overboard during launch and recovery operations.

The lieutenant's helo is outfitted especially for its role and, during the past three years, his squadron has rescued well over 300 people, almost a third of whom were from merchant ships in the China Sea.

During the carrier's launch cycle, the angel is the first plane to take off. In the air, it takes a position off the bow or stern and stays there until all planes have been recovered for that cycle.

When the carrier isn't engaged in flight operations, the helo crew is busy delivering cargo to men and units of the Seventh Fleet—cargo which includes letters from home.

MISSION complete, LTJG Murphy leaves bird, walks down flight deck.



There is no rest for the lieutenant and other members of his squadron on Sunday, either. Then it transports chaplains from one small ship to another for religious services. When the lieutenant is on this duty, his plane becomes known as a holy helo—not a far cry from the weekday angel.

Although angel drivers don't experience the heady feeling of unlimited speed and power frequently felt by jet pilots, one look at a rescued man's expression compensates for much.

The angel drivers try to make their choppers airline comfortable for the well soaked men they rescue from disaster. For example, coffee is served aboard—but not by stewardesses. Everyone on board the angel has brawny arms and a deep voice but somehow even they look pretty good to a guy who has just been pulled from the sea.—Story and photos by Donald Grantham, PH1, USN.

ON THE JOB—"Angel" from USS Bon Homme Richard delivers chaplain.



READY TO GO—Pilot readies for takeoff during flight operations.



LIGHT WATER PASSES TOUGH TESTS

FIVE THOUSAND GALLONS of flaming jet fuel was completely extinguished in 75 seconds at NAS Miramar, Calif. It wasn't a disaster that was averted. It was one of the Navy's largest test fire demonstrations of "light water."

The product of science, industry and firefighting know-how, the new extinguishing agent proved to be more effective than other firefighting materials.

Spectators watched as two Navy crash rescue trucks rushed to the 145-foot-diameter pit, where columns of smoke and flames billowed to several hundred feet, and began spraying "light water" from turret nozzles on the trucks.

Within seven seconds a pathway had been cleared through the flames to the cockpit and fire rescue men in aluminized fabric suits released the canopy of the jet fighter hulk in the center of the test fire.

The rescue team removed all harnessing and other gear to prevent further injury to the "pilot," a 190-pound dummy wrapped in asbestos cloth, and carried the "aviator" away from the fire scene to a waiting ambulance.

While one crash truck concentrated on the aircraft, the other moved around the perimeter of the fire to extinguish the flames completely.

The test was conducted by the Naval Air Systems Command, in conjunction with NAS Miramar firefighting personnel, to demonstrate the application of "light water" from crash trucks to combat aircraft fires at shore stations and aboard ship.

This demonstration was the last in a series of 24 test fires which started at the Naval Air Station earlier this year, under the direction of



LIGHT WATER AT WORK—Firefighters at NAS, Miramar, Calif., demonstrate use of new light water fuel firefighting system that will be joining the Fleet.

Miramar Fire Chief Don Huber, to determine equipment and manpower needs for the Navy.

The Navy is using "light water" at selected Naval Air Stations and will soon extend it to cover all Naval Air Stations throughout the world. Helicopters are also being equipped with "light water" firefighting units to enable them to fly to the scene of an aircraft fire and extinguish it while hovering above.

"Light water" is the result of a research program that began eight years ago.

"We went through 200 different

compounds before we found what we were after, and it's fantastic," says Dr. R. L. Tuve of the Combustion Compression Research Center at the Naval Research Laboratory.

The chemical gets its name from the fact that water treated with detergent-like fluorine actually floats on top of liquid hydrocarbon such as gasoline or kerosene. Plain water is not effective in fighting liquid hydrocarbon fires because water sinks to the bottom while the petroleum fuel, which floats on top of the water, continues burning.

"Light water" foam creates an air-



FAST FIRE WORKERS—A team of Navy firefighters put out five thousand gallons of flaming fuel in 75 seconds during a demonstration of 'light water' firefighting equipment held at NAS Miramar.

tight film over the fuel that seals the surface to prevent fumes from reignition. This seal is much more durable than that formed with pro-

tein foam, the most widely used agent for fighting such fires.

In a recent test, protein foam and "light water" were used to quench

two identical fires. It took protein foam more than three minutes to do the job, but "light water" had the fire out in one minute and 20 seconds.

"Light water" may be used with seawater, making it compatible with present shipboard firefighting systems.

The Naval Research Laboratory and the Naval Ship Systems Command are currently developing and testing means to insert the agent into existing flight deck washdown systems, so that the entire flight deck can be flooded with the extinguishing agent. Such an agent also leads the way to meeting shipboard fire extinguishing needs below decks against petroleum fuel fires.

uss *Franklin D. Roosevelt* (CVA 42) will be the first carrier to have a "light water" spray system built permanently into its flight deck. The equipment will be installed during the coming year at the Norfolk Naval Shipyard.

"Light water" was previously tested aboard *uss Independence* (CVA 62). (See *ALL HANDS*, March 1968, p. 2.)

As an interim measure mobile "light water" units are being used on flight decks of carriers operating from Yankee Station in the Gulf of Tonkin.



WATER WASHDOWN—Aircraft carrier *USS Independence* (CVA 62) floods her deck as she pumps 'light water' through her water washdown system during a series of firefighting tests aimed at finding better means to control flight deck fires.



GROUNDING—Crewmen on beached LCM pump water from the WW II landing craft during salvage exercises.

How to Become a Salvage Expert

BEFORE DEPLOYING to WestPac, Service Force tugs and salvage ships must undergo rugged, realistic salvage training.

It begins at Pearl Harbor's Middle Loch. Then comes an operation in the sometimes violent Molokai Channel off the island of Lanai, Hawaii.

The training is provided by Pearl Harbor-based Service Squadron Five.

In the first phase of training, an assisting ship beaches and sinks a World War II-vintage medium landing ship (LSM) in shallow water. On short notice, a call goes out to the student ship to come to the scene, refloat the craft and pull it off the beach. This operation requires the use of divers and usually involves most phases of salvage work except laying beach gear.

The second phase of the training is much tougher. It involves laying beach gear, hooking up to an old fuel storage ship which was owned by a local pineapple company and went aground off Lanai in the tortuous Molokai Channel.

Unable to salvage her, the company turned her over to the Navy. Although her hull and decks are

made of sturdy concrete, her metal fixtures are completely rusted through.

The student ship hooks up to the hulk with a tow wire and then pulls on it to see how well the anchors

hold. It is only a procedural test, as the hulk is considered an immovable object when being pulled on by only one ship at a time.

ServPac tugs demonstrate continually that they have lots of pull.

FANTAIL VIEW shows LCM prior to pull that will slide her off the mud.



FLEET TRAINING TANK



THE NAVY has developed a training tank in which junior officers can learn to maneuver ships under conditions found both at sea and in port.

The 40-foot square tank is located at the Atlantic Fleet Training Command Headquarters at the Norfolk Naval Station. It is scaled to represent several square miles and four scale model ships can be operated at the same time.

The tank is complete with structures such as piers, a breakwater, an island, a lighthouse, a bridge and a channel with markers—all of which can be moved to vary the problems.

The ships which ply the waters of Norfolk's tank include *Dealey* and *Buckley* class destroyer escorts, a guided missile destroyer and a single screw cargo ship.

Each model can receive radio signals on a receiver connected to a battery-powered engine. The engines have a built-in delay to simulate actual operating conditions.

A prospective OOD can practice maneuvering his ship in and out of a harbor, away from a pier or in situations at sea—all under the watchful eye of a qualified senior who is there to train and advise.

Each ship using the tank supplies its own qualified OOD to train and give advice to its prospective OODs.

Officers using the trainer walk away with nothing but praise for the training. "Not only does it give me the chance to develop my shiphandling skills, it also gives me more confidence when I have to take the conn at sea," one officer commented.



PHOTOS AT LEFT: (Top) Junior officers of the attack transport *Monrovia* use the training tank and a model with handling characteristics similar to *Monrovia* during training session. (Middle left) Use of rudder is being explained by instructor to a prospective underway OOD. (Middle right) Future OOD gives commands and the ship model responds much the same as its full-sized counterpart. (Below) Radio console of the trainer controls the movements of model ships using the same directions and time lapses as those onboard real ships.

—Photos by C. V. Sneed, PH2, USN.



ALL HANDS



NAVY TANKERS—Tank driver controls robot. *Rt:* QM-56 mobile land drone slows for turn and another run.

DESERT TANK CORPS

WOULD YOU BELIEVE—a Navy Tank Corps?

Such an improbability does exist at the Naval Auxiliary Air Station, Fallon, Nev., a training base for southeast Asia-bound jet pilots.

There, in the heart of a desert target range, operates a fleet of remote-control QM-56 mobile land drones, more familiarly described as modified tanks.

Used as moving targets for jet fighter strafing and bombing practice, Fallon's Desert Tank Corps races over the sandy scene in a cloud of dust, zigzagging back and forth

across a giant bull's-eye as armed jets zero in on them.

The attackers, grouped usually in flights of four, take turns dropping one bomb at a time on the elusive targets that are guided by electronic impulse from a control unit set-up in nearby spotting towers.

Here, also, is where each pilot's score is tallied as the exploding bombs send small white clouds of smoke skyward. While a direct hit is not enough to completely demolish a tank, it will send the dust raiser to the garage for repairs.

Before assuming its target role,

each tank has its gun removed and replaced by a wooden frame covered with household window screen. As a visual aid to the pilot, each tank is also draped with an old parachute.

Despite these alterations that make the tank easier to locate, it remains a tough target because of its mobility. Through the remote control system, a man can operate a tank in any direction from hundreds of yards away, stop it at any time, or increase its speed up to 30 miles per hour.

—R. A. Van Horn, JOSN, USN.

—Photos by D. Keith, PHAA, USN.

NAVY'S TANK CORPS—NAAS Fallon's desert tank corps stands by ready to test the bombing skill of Navy jet pilots.





PETTY OFFICER 3rd Class James Hobby installs a CO2 cylinder in a life jacket. Rt: Parachutes being dried.

They Pack It & Jump



SAFETY CHECK—Larry Gainor, PR3, deflates a four-man raft after testing. The raft is one of 130 items tested and repaired by Sangley Point parachute loft.

THE NAVYMAN steps out of the aircraft at 2500 feet. Cold wind slaps his face and tears at his body. In moments he is falling at a rate of 120 miles per hour.

At 1700 feet he feels for a metal ring and pulls. His parachute pops open and slams the harness straps hard against his shoulders. He feels good. He packed that parachute billowing so nicely above him.

Every Navy Aircrew Survival Equipmentman (formerly Parachute Rigger) makes at least one jump during his naval career. It is a

requirement at the Navy's parachute rigger school at Lakehurst Naval Air Station, N.J.

PRs assigned to the Parachute Loft at U. S. Naval Station, Sangley Point, Philippines, remember this jump when they pack parachutes and test survival equipment.

"Our work has to be perfect," says PRC Robert D. Greene, Sangley Point's parachute loft supervisor. "We know that when our gear goes out of our building it will work. If it doesn't work the first time, someone may be killed."

POP GOES THE PARACHUTE—R. Greene, PRC, shows result of proper packing.





JACKET TESTER—Aircrew Survival Equipmentman David Morea inflates jackets for 24 hours and then tests for leaks.

With It

The people who man Sangley's parachute loft are more than just parachute packers. The department is responsible for all airmen's personal survival equipment used by Sangley-based squadrons.

Some 900 items per month are processed by the loft. Everything from a 20-man life raft to fire extinguishers is tested and repaired.

"We are capable of drying 56 parachutes at one time and packing 50 parachutes a day," Chief Greene said. "We can also process 20 oxygen regulators a day and process 20 multi-place rafts and 100 life preservers a week."

Sangley's parachute loft is manned by two Aviation Structural Mechanic Safety Equipmentmen and three PRs, all permanently assigned to the department.

The three patrol squadrons deployed to Sangley assign a PR or AM to the loft while at Sangley.

The men at Sangley's parachute loft hope that most of their survival equipment never has to be used, but if an emergency does arise, they know it will work.

—Wayne L. Baker, JO2, USN.



PACKED WITH CARE—Aircrew Survival Equipmentmen jump at least once with a chute they've packed. Below: Oxygen regulator is tested for oxygen flow.





COOL CRUISE—Adak tour was quite a contrast for Patrol Squadron 28. Below: Sub checked during training exercise.



It's a Cool Experience

NOW THAT IT'S ALL OVER, the members of Patrol Squadron 28 are happy to testify that Adak is a good place to have come from. At present, they're back at their home base in Hawaii, regaling their friends with tall tales of their sufferings on that other Pacific isle, where they served a deployment flying ocean surveillance and ice barrier patrol.

Wind and fog were the biggest problems. From the land of the reliable and predictable tradewinds, they found themselves in a spot where changes in velocity and direction occurred in a matter of moments. The 70-knot gales of deep winter were predictable; but the 40-knot gusts came and went before you knew it.

And consider, if you will, the williwaw. The wind blows more often from WSW or WNW than any other direction, coming around one side or the other of Mt. Moffett a few miles from runway 23. But at times the wind builds up behind the mountain, spills over and whoops down the slopes to the runway. This

ALL HANDS



SEA SURVEILLANCE—P-3 Orion ASW plane checks on a freighter. Below: 'Mark One Eyeball' scans the ocean.

THE ICE BARRIER PATROL

spells instant crosswind plus turbulence.

It also spells instant trouble for the pilots. Extra air speed while landing is necessary but, even so, the plane sometimes resembles a ping-pong ball as the pilot fights to keep it down on the runway through the gusts.

And after the big P-3A *Orion* is on the ground, the winds are still a problem. Extra tie-down chains are needed to keep the big planes on the ground, for when a 40-knot gust hits the big tail, the maintenance crews could well find their birds sailing across the ramp were they not used.

Maintenance men working on the aircraft were affected by the wind because of the chill factor. Although the thermometer may have read 45°, a 20-knot wind made it the equivalent of 13°. And a 30-knot wind was the equivalent of a crisp 6°. Frost-bitten ears were no novelty to the patrol squadron's Hawaii-acclimated ground crews.

Major maintenance was done in-

side a huge hangar that could shelter three of the squadron's aircraft at one time. Nevertheless, the officers and enlisted men in maintenance kept the Hawaiian Warriors from missing a single operational commitment in the 5000 hours flown during the first four months of the deployment. Availability rate has averaged well above the standards set by Commander Naval Air Forces Pacific.

With no surfboards, beaches, wahines or other impedimenta to distract them, VP 28 had no recourse but to work seven days a week—or so they claim.

True, they managed to take a few minutes off from time to time to do a little salmon or trout fishing, and the dedicated hunters managed to go after seal, ducks or an occasional caribou—fauna rarely found in Hawaii. Bird watchers watched birds. Everyone watched the movies. Everyone counted the days until their deployment ended.

It was an experience.

—Wm. B. Murphy, LCDR, USNR.



THE END—Hawaiian Warriors' *Orions* rest on runway in light of the midnight sun during tour in Adak,



THE FINE ART OF BUILDING A YABUTA



STARTING POINT—First ribs are placed on keel. Below: LT R. J. Pratte, USN, checks out rib frame.



PLANER—Vietnamese junk builder finishes scarf joint of sao wood.



FORERUNNERS of the little ships with eyes that are used by the South Vietnamese Navy Coastal Force were, according to legend, designed by an Oriental ruler who was the result of a nymph's marriage to a rainbow.

That, the legend goes, was about 5000 years ago, and the little ships known as junks have since been one of the Orient's main modes of transportation.

The first junk probably was little more than a raft. However, after 2500 years or so, Oriental ship designers have rounded the bow, broadened the beam, and raised the transom.

Today's junks vary in design throughout the Orient, from the flat-bottomed ships with battened sails you might see off Hong Kong, to the gas-engine propelled *Yabuta* junk of South Vietnam's Coastal Force.

The *Yabuta* is modern, as junks go, but still is described as one of the oldest, smallest and most improbable types of sea-going vessels ever constructed.

The *Yabuta* is made of hard, heavy sao wood imported from Thailand. The typical *Yabuta* is 41 feet long, measures 10 feet at the beam, and, with a draft of three and one-half feet, barely makes a dent in water. Top speed is about eight knots.

It takes about two weeks to build

a *Yabuta* at the South Vietnamese Navy Shipyard in Saigon. Another two weeks is required to paint the ship and to fit her with a gasoline engine, rudder, skeg, shaft and gun mounts.

The sao logs, shipped from Thailand by barge, are stripped and cut into timbers or planks in the shipyard saw mill. Then, virtually all the construction is done by hand.

Much of the work involves chipping away with an adz, the short-handled, hoe-type tool used by woodcraftsmen throughout the Orient. A small band saw, plus hand drills and sanders, help to speed up the work.

One of the final touches involves painting "eyes" on the *Yabuta*. (For centuries, "eyes of a dragon" have ornamented junks to symbolize good fortune and the ability to scan the horizon.)

During recent years, U.S. Navy advisors assigned to the shipyard "junk shop" have recommended a number of changes to the *Yabuta* that were approved by South Vietnamese Navy commanders. For example, Lieutenant Roy J. Pratte, USN, recommended that fiber glass be added to the hull from waterline to keel.

Other refinements to the *Yabuta* based on LT Pratte's recommendations have included installation of a

HAND WORK—An adz is used to smooth keel of a *Yabuta* junk at Vietnamese Navy shipyard. *Rt*: Junk builder pounds oakum between deck planks.



JUNK

cabin door that slides instead of swings on hinges; moving the cabin several inches forward to allow more room for the machine gunner stationed aft; installation of plastic instead of sheet glass in the cabin to minimize fragmentation if the cabin is hit by enemy fire; and installation of port holes in the berthing section to provide better lighting (and eliminate the need for constant use of kerosene lanterns).

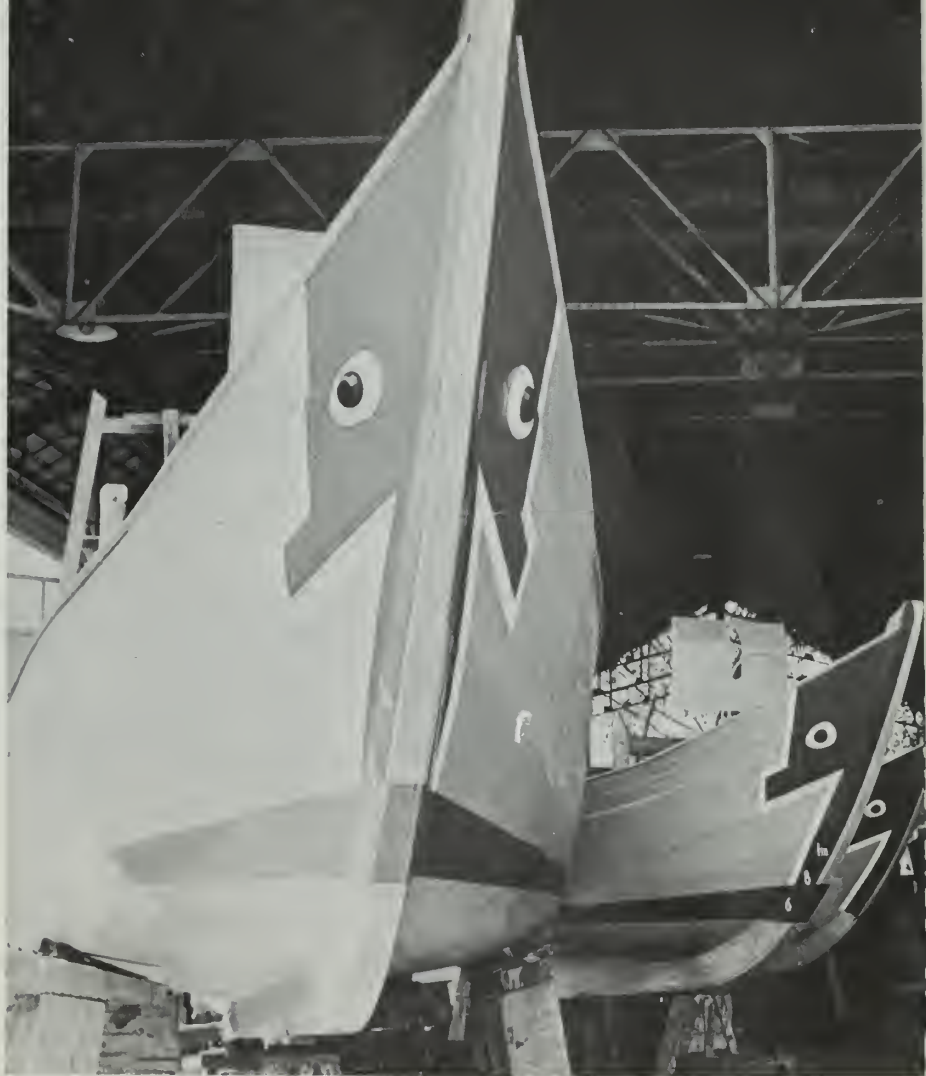
Metal gussets, or braces, have replaced wooden ones at the rib framing joints. In addition, plans are underway to fiber glass the deck to keep water from leaking into the hold in rough seas.

Some equipment for the junks, such as armament and navigation and safety gear, is supplied by the United States. Lights, pumps, and other standard items, are provided by South Vietnam.

Each completed *Yabuta* undergoes sea trials on the Saigon River. Not one has ever failed the trials.

Once deemed seaworthy, the *Yabuta* is fitted with machine guns and shipped to a junk force unit which operates off the coast. The little ship is as at home cruising up a muddy canal as she is standing out to sea. With her shallow draft, the *Yabuta* is able to patrol some of the smallest canals and rivers—places where heavy, steel-hulled craft cannot go.

EYES HAVE IT—Workman paints the good luck eyes of *Yabuta* junk.



READY TO SEARCH—Three new junks await sea trials and then will join coast Junk Force. Below: Vietnamese workers align rib as U. S. advisors look on.





OLYMPIA—The cruiser *Olympia* visited Trieste, Italy, on 20 July 1899 while transporting Admiral Dewey to U.S.

VISIT TO TRIESTE GRAVE RECALLS

Last fall, while doing some historical research in Europe, John P. Sabec visited the community cemetery in Trieste, Italy. He was particularly interested in looking at old records which might help him complete a biography of an American diplomat who died in Trieste and was buried there late in the 19th century. The administrator of the cemetery blew the dust off an old memo book and handed it to Sabec.

The biographer turned through the faded yellow pages, and examined each entry. He found nothing with reference to his research, but was astonished, in his words, "by an entry which stated that on 14 Mar 1901, the U. S. Navy Department had paid a long-term lease on the tomb of two American sailors."

Sensing a story of historical interest to the Navy, Sabec decided to investigate. Here is a summary of his reports:

NO ONE at the Trieste cemetery, the sexton, administrator or caretaker, knew of a grave site for American sailors, as the historical document had indicated.

However, after some deliberation, the caretaker recalled that approximately 10 years before, a number of old tombstones had been removed to make room for a new pathway. He led the way to a seldom-visited corner behind the cemetery chapel, and pointed toward a group of headstones. It was suggested that some resolution to the mystery might have been chipped onto one of the stones.

A month later we found what we had been looking for. Although the paint in the incised letters had been washed away by time, the inscription in one of the headstones clearly read: "In memory of Isak Edlamik Rask, Electrician 2nd Class, United States Navy, attached to the *uss Olympia*, born May 15, 1861, died July 26, 1899"—and "Gustav Alfred Lindholm, Seaman, United States Navy, attached to the *uss Olympia*, born October 18, 1873, died September 14, 1899, both buried near this spot."

Arrangements were made to have the lettering restored, and a few weeks later we trucked the stone back to where it had been determined it stood. The cemetery officials

agreed that although the tombstone had been removed from the gravesite, the remains of the American Navymen had not.

It was noted, curiously, that even though the stone had originally stood at the head of the gravesite, it stated "buried near this spot." As shall be seen, the inscription was somewhat prophetic.

How did the American sailors die? What were they doing in Trieste at that time?

THE SEARCH for answers led first to the civic library for a check into old newspaper files. Next, a 90-year-old coachman who has lived in Trieste nearly all of his life recalled having driven the course of one of the funerals in his carriage.

Excerpts from the private diaries of a local family added further details. The facts, pieced together, gave a picture as follows:

At 0630 on 20 Jul 1899, the seaport of Trieste was awakened by a loud cannonade of gun salutes from the United States cruiser *Olympia*, which was dropping anchor opposite the city's main square.

On board *Olympia* was an American naval hero, Admiral George Dewey, who was returning to the United States via the Suez Canal after his victorious engagement at Manila Bay.

(Note: *Olympia*, considered large for her day, measured 344 feet in length and 53 feet from port to starboard at the waterline. She had a design complement of 33 officers and 378 enlisted men. As ADM Dewey's flagship, *Olympia* had been with the Asiatic Squadron in China when the Spanish-American war began, and continued to serve as flagship at the Battle of Manila Bay. The cruiser departed the Philippines in May 1899 after assisting in the blockade and capture of Manila. She visited Hong Kong and then began her return to the U. S. via Suez and the Mediterranean.

Olympia was to visit Trieste for a short period, with ADM Dewey remaining only for a few days before continuing overland to an Atlantic port, and then on to the United States on board another ship.

History

THE CANNONADE from *Olympia* continued through the morning. Consuls, ministers and others entitled to gun salutes arranged to visit the ship individually, each wishing to experience the sensation of a man-of-war firing its guns in his honor, a bosun piping him aboard, side boys saluting and the officer of the watch escorting him to the wardroom or captain's quarters.

The following evening, a banquet was given in ADM Dewey's honor at the Hotel de la Ville, with all the dignitaries in the area attending. Before departing the city, ADM Dewey paid courtesy calls on local officials and went sightseeing in a horse-drawn carriage (see cut).

Shortly after the cruiser's arrival, two of her crewmembers, Electrician 2nd Class Isak E. Rask and Seaman Gustav A. Lindholm, were transferred from the ship to Trieste general hospital. Rask was suffering from terminal tuberculosis, and Lindholm, stricken with the same disease, also was doomed.

Rask died on 26 July. Arrangements were made among Trieste officials, the American consul, and



ADMIRAL DEWEY pays courtesy visits at Trieste in 1899 accompanied by Captain Lambertson of *Olympia* (on his left) and Consul Hassfeld (in silk hat).

Olympia's commanding officer, to have the remains buried in the city's cemetery.

On 28 July, the day of interment, a funeral group from *Olympia*, with

band escort, was sent ashore, and the cruiser's flag was hauled down to half-mast.

The funeral procession from the hospital to the cemetery, a distance

TRIESTE TAPS—Bugler blows taps at gravesite of sailors who died during 1899 visit to Trieste, Italy. Vice Admiral W. Martin, Commander Sixth Fleet, placed wreath at the headstone of Isak Rask and Seaman Gustav Lindholm.





RETURNING from Miramare Castle, Admiral Dewey (white suit) leashes dog "Bob" while LT Caldwell holds the door.

of more than two miles, was led by a full regimental band playing appropriate dirges. Next in the procession was a 14-man contingent of Austrian soldiers.

OLYMPIA's funeral party was next in the march, followed by wreath bearers sent by ADM Dewey and the Austrian military command. Additional officers and enlisted men from *Olympia* preceded the hearse. The hearse was drawn by four finely groomed horses.

A group of American and Austrian officers, the Trieste consul and his staff, and a long line of Ameri-

Admiral Dewey and U. S. Consul.



can sailors on shore leave, four abreast, closed the procession. The march proceeded at a slow pace for more than one hour.

Graveside rites for Rask were conducted by a minister of a local church. An honor guard fired three salvos, and, following the service, the cortege formed as before. The band led the Navy men back to the sea-front.

Lindholm, too ill to depart with *Olympia* when the cruiser got underway in early August, remained in the Trieste hospital until his death on 14 September.

Since Lindholm's ship was no longer in port, the American consul believed that a simple, private funeral would be most appropriate, and arrangements were made to have Lindholm's remains buried alongside his shipmate. However, when the consul and members of his staff arrived at the hospital for the funeral, a platoon of Austrian soldiers and a military band had already been formed to pay tribute to the dead sailor.

INSTEAD of a simple ceremony, the affair took on aspects of a grand but solemn procession. There was another march to the cemetery, with the American consul pacing slowly behind the horse-drawn hearse. Following the ceremonies, an Austrian honor guard fired three volleys in a last salute to an American comrade-in-arms.

The tombstone, fully restored, has been placed off the pathway under

a cypress tree about two feet to one side of the graves. The original inscription on the stone, "Both buried near this spot," has, after 68 years, become a fact.

Editor's note: Mr. Sabec's report has not gone unnoticed by the Navy. Earlier this year, Vice Admiral William I. Martin, commander of the U. S. Sixth Fleet, called at Trieste on board USS Little Rock (CLG 4) to visit the U. S. Navy gravesite. VADM Martin placed a wreath at the headstone, and, while a bugler sounded taps, saluted memories of the old Navy and two of her sailors.



LETTERS TO THE EDITOR

On Automatic Advancement

SIR: Under the program offering automatic advancement to graduates from certain Class "A" Schools who carry school-assigned striker identification, must they still complete all the required correspondence courses for their particular rating?—J. L. J., Jr., PN2, USN.

• Yes, except for the correspondence course which relates directly to their rating, such as Personnelman 3 and 2.

In other words, the training course for Military Requirements for Petty Officers, performance test, practical factors and the like, must be completed before an individual can be considered for the automatic promotion.

In the simplest of terms, and according to BuPers Inst 1430.14B (the directive authorizing automatic advancements), you must have completed all those advancement requirements necessary to participate in a Navywide examination for advancement.

These requirements are listed in the Advancement Manual, NavPers 15989.—Ed.

Field Advancements

SIR: I'm stationed in Vietnam and have an eye on field advancement to E-7. However, I understand that before I can be recommended for field advancement, I must pass a service-wide CPO exam. Since I took and passed an E-7 exam when I applied for warrant officer, I feel I have met this requirement.—J. E. H., YN1, USN.

• Right you are, provided you passed the E-7 exam within three years of your recommendation for field advancement. Or, to quote official wording on the subject, "Warrant Officer candidates passing the E-7 examination within the specified three-year period fulfill the related requirement for field advancement eligibility."

However, don't plan on changing to khakis just yet. Field advancements for those serving in Vietnam are not as automatic as some Navymen might think. Here's a review of the program authorized by the Commander, U.S. Naval Forces, Vietnam, and described in COMNAVFORV Inst. 1430.1D:

• Enlisted men who serve in Vietnam may be recommended for advancement in instances when, due to operating conditions, they are unable to prepare adequately for Navy-wide competitive exams.

• Commanding officers and officers in charge (of units in Vietnam) may waive the exams, including E-4 and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

E-5 military leadership exams, for any rate within quotas administered by COMNAVFORV.

• Field advancements may be made to pay grades E-4 through E-7. However, any E-7 candidate must within the previous three years have passed a CPO examination.

Therefore, to be eligible for field advancement, you must meet all the usual advancement requirements, except taking the exam, unless you're up for CPO. In addition, you must be serving in Vietnam on the exam date. Or, if you are serving in-country on the eligibility date (1 July or 1 January for August and February exams, respectively), and have served there for 30 consecutive days, you may receive the waiver even though you are elsewhere when the exam is given.

Announcement of field advancements is made via letter from the Naval Examining Center. Such advancements normally are effective as of the first increment of the corresponding exam cycle.—Ed.

DKs Will Be Needed

SIR: I understand there will be a considerable change in pay procedures beginning in fiscal 1970, and that all paychecks will be mailed from Navy Finance Center, Cleveland.

I would like to know just what will be the disbursing clerk's duties ashore and afloat after the new system is put into effect. It appears that the number of DKs required will be greatly reduced. I have heard various rumors, but just what will happen to all the extra DKs?—E. W. H., DK2, USN.

• Don't worry. It's not as bad as it looks. Here's what we've been able to find out from the Navy Comptroller's Office.

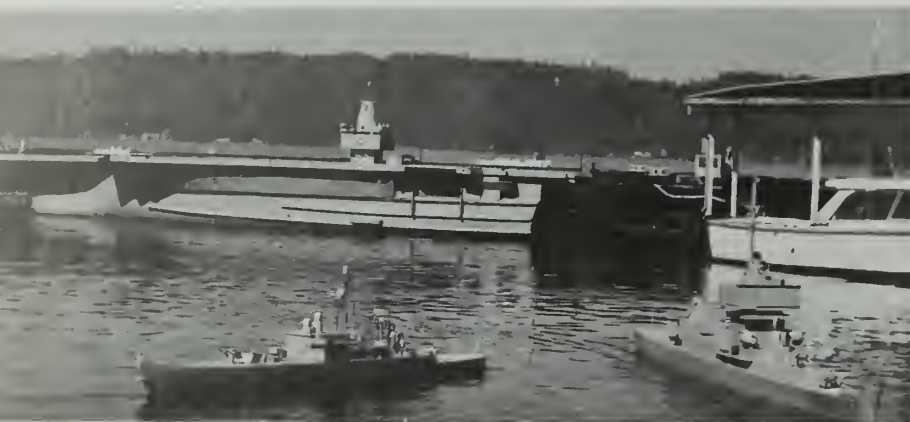
The Joint Uniform Military Pay System is presently scheduled for implementation in 1970. The most prominent feature of the new system will be the maintenance of all active duty pay accounts at the Navy Finance Center in Cleveland.

Pay change documents will be prepared on special typewriters by field and afloat disbursing personnel and forwarded to Cleveland for processing, where the change will be entered into a computer. The computer will update the Navyman's account and print out monthly a Leave and Earnings Statement (LES) containing all applicable credits and checkages, and the amount due for each of the next two paydays.

Two copies of the LES will be



ON CAPTURED AIR—Artist's conception shows one of several versions proposed for a 90-ton Surface Effect Ship (SES) experimental test craft. It uses a modified captured air bubble concept, wherein the air cushion is contained between two solid sidewalls. Goal is 80 knots or higher on smooth seas.



UP-TO-DATE MINIATURES—Two units of the miniature nuclear fleet are shown underway on radio-controlled power. The ship models are the 14-foot long Bainbridge Junior (left foreground); the 22-foot Long Beach Junior (right foreground); and the 53-foot model ship Enterprise Junior moored at the pier.

mailed to the man's disbursing officer. One copy will be retained by the disbursing officer to prepare the next two payrolls, and the other will be presented to the Navyman on the first payday of each month, providing him with current status of his account. He will be paid in cash or by check prepared by the local disbursing officer using the information contained on the LES.

Under this system there will be no pay record, and hence no transition. There also will be no pay receipt, since the payee will sign the money list on payday to indicate that he received the amount due. This procedure will be the same for both ashore and afloat activities.

With the elimination of the pay record it does, indeed, seem as though there will be an excess of DKs. However, where time will be saved in the elimination of pay record maintenance, a greater degree of technical skill will be required to properly prepare and submit the appropriate pay change documents. In any case, the Comptroller tells us, the number of DKs will definitely not be reduced, nor will the mix between afloat and ashore billets be affected.—ED.

Entering Police Academy

SIR: I am presently stationed in Vietnam. When I leave here I will have six months left in the Navy. I plan to enter the Police Academy. Is it possible to get a six months early out? I am unable to find any directive concerning this subject, although I have heard there is one. — R. R. S., YNSN, USN.

• Not six months early, but three. The directive you heard about is BuPers Inst 1910.21A. If you meet the provisions of this instruction, your commanding officer has the authority to separate you within three months of your EAOS.—ED.

VRB and Regular Bonus

SIR: Our career counselor says there is no \$2000 maximum on the initial reenlistment bonus when a variable reenlistment bonus is paid with it.

This would mean the group eight rates, now being paid a VRB multiple of two, would receive a maximum bonus of \$6000. Is this correct?—W. T. E., CE1, USN.

• In a word, yes. But, the confusion between the two types of bonuses seems to stem from their definitions.

A regular reenlistment bonus generally is paid when you reup within three months of discharge or separation. You receive an amount equal to your monthly base pay at the time of your discharge, multiplied by the number of years for which you reenlist.

On your second, third and fourth reenlistments, you receive amounts equal to two-thirds, one-third, and one-sixth (respectively) of your monthly base pay multiplied by the number of years of reenlistment.

All told, you can be paid as much as \$2000 in regular bonus money for reenlistments (and extensions for two years or more) during the course of your Navy career.

In addition to the regular bonus, you may receive payment for other allowances such as unused leave, subsistence, etc., but, only the regular bonus itself counts against the \$2000 cumulative you receive over the years.

A variable reenlistment bonus differs from a regular bonus in that it does not count against the \$2000 maximum. It is paid for first reenlistments in the regular Navy only, and is computed by using a multiplier of from one to four times the amount of the regular first reenlistment bonus.

The degree of the multiplier depends on your rating or NEC skill—such as the multiplier of two for the Seabee group ratings you mentioned. Therefore,

the sum of the VRB added to the maximum regular reenlistment bonus determines the maximum figure payable under the variable reenlistment program, which happens to be \$6000 for group eight ratings.—ED.

Early Separation

SIR: I was scheduled to be separated on 17 Sep 1968. I passed the RD2 exam in August 1967, and was listed for advancement on the first increment, or October 1967.

However, before the advancement was effected I had to agree to extend my enlistment for one month, resulting in a one-year obligation. This moved my separation date to 17 Oct 1968.

Now I'd like to return to college. My old school sent me a letter of acceptance, and stated that registration dates are between 26 August and 5 September. They made it clear that there is no allowance for late registration, serviceman or not.

My question: May I still receive an early release for college, even though I extended for a month in order to be advanced?—J. M. B., RD2, USN.

• Yes. Early separation for college is authorized under Art. C-10306(4) of BuPersMan within three months of expiration of enlistment, or expiration of enlistment as extended, regardless of reason for which extension was made.—ED.

Shining that Bell Again

SIR: My ship has an Instruction which states the ship's cook is responsible for shining the ship's bell. This might make sense if the bell was located in the galley spaces. However, since on my ship the bell is located on the forecabin, it seems the bell shining would be more appropriately handled by the deck department.—W. R. R., CS1, USN.

• It sounds as though your ship knows Navy tradition when it's a matter of who shines the ship's bell. Tradition has it that the cook does.

In practice, however, the ship's bell is usually maintained by a man in the division charged with the upkeep of the part of the ship in which the bell is located. Most often, a deck seaman, quartermaster striker or signalman striker has bell-shining duty.

Another Navy tradition has the ship's bugler responsible for shining the ship's whistle. But again, in practice, if the whistle is of a material that can be left exposed and unpainted, it most likely is maintained by a man of the division charged with upkeep in that part of the ship.

As in so many other apparently ambiguous situations, the rule is what the commanding officer says it is. If you permit yourself to be guided by this precept, you won't go far wrong.—ED.

There Were Two Asterions

SIR: On page 34 of your April issue, you made a statement about the MST ship USNS *Asterion* (T-AF-63) which I believe was in error. You said, Ed, that "She served as a Q-ship between March 1942 and October 1943, after which she was assigned weather patrol duty in the Atlantic. Formerly the ss *Evelyn*, *Asterion* was a sister ship of *Atik*. Both were cargo ships operated out of New York City before the war." This is not so.

The present *Asterion* is a converted Victory ship built in 1944 in Los Angeles, Calif., and initially named *Arcadia Victory*. She could not therefore have been the former ss *Evelyn*; a sister ship of ss *Atik*; or operated by a steamship company out of New York City before the war. Even more important to your story, she could not have been a Q-ship between March 1942 and October 1943.—H. J. Racette, CAPT, USN.

• Your logic is unassailable, sir, and your facts incontestable. Which makes it all very inconvenient. However, let us explain.

Possibly due to an error in extra-terrestrial navigation, we went to the wrong *Asterion*. The one at which we should have arrived was *Asterion* (AK 63), which had all those attributes which we ascribed to T-AF-63.

Our *Asterion* (AK 63) was built at Newport News, Va., in 1912, and became a Q-ship in 1942.

She was decommissioned 20 Jul 1944 and sold by the War Shipping Administration in April 1946. In future, our in-house nitpickers and their fine-tooth-combs shall be inseparable.—Ed.

Behind the Scenes

SIR: You read about the nuclear submariners; you are aware of the green berets; you hear about the fighting Marines; you hear about the shore bombardment going on day after day.

But have you ever heard about ServPac? The Service Force, U. S. Pacific Fleet, is made up of tankers, supply ships, ammo ships and a very special breed of men.

ServPac carries out a job known as underway replenishment. That is, transferring fuel, food, ammo and badly needed equipment to the fighting ships you hear about while off the coast of Vietnam.

This special breed of men I mention is special because of necessity, not choice.

These men must be awake and alert for periods of time of up to 60 hours. One slip can mean the loss of thousands of dollars worth of equipment or a precious cargo or, most important, their own or other men's lives.

At times it seems that sleep will never come because there are other ships to



GOLD "E"—Gunner's Mate 2nd Class Jesse Burton, mount 52 captain aboard USS *Forrest Royal* (DD 872), applies gold paint to "E" signifying five straight awards earned by mount 52 crews. GMGC Barton gives helping hand.

be serviced—more ships to send back to action.

I am not looking for glory in writing this letter. All I want is for you to realize what the men and machinery behind the scenes are doing for you.

Stewart R. Hicks, GM3, USN
USS Kennebec (AO 36).

• Amen.—Ed.

Eight Year Waiver

SIR: I entered the Navy as an E-6 through a direct procurement program. I've been told before I can go up for CPO that there is a three to four year time-in-rate requirement I must fulfill.

Furthermore, I have also heard there is an eight-year in-service requirement I must meet before being eligible to take the E-7 exam. Where do I stand? Must I wait eight years before getting my first swing at making chief?—D. W. Seibert, BU1, USN.

• Paragraph 302.10.1 of the Manual of Advancement in Rate or Rating does state that the minimum service requirement for advancement to E-7 is eight years.

However, a forthcoming Change 3 to the Manual provides that well qualified and deserving individuals enlisted under the Navy's Direct Procurement Program, and who have completed the minimum service in pay grade requirement (three years between E-6 and E-7), may have the eight-year service time waived as authorized by and at the discretion of their commanding officer. This waiver is currently authorized as presented in BuPers Notice 1418 of 27 Apr 1968.—Ed.

Bunker Hill Is a Platform

SIR: Correct me if I'm wrong, but I'm sure USS *Bunker Hill* is still serving her country somewhere. You reported in your February issue that she had been stricken from the Navy list in November 1966. As I recall, she was moved from the Reserve Fleet at Bremerton, Wash., either in May or June of that year, to the shipyard in Seattle for conversion to a floating laboratory. Right or wrong?—R. S., PH3, USNR.

• It so happens that what you read in the February issue concerning *Bunker Hill* is correct but incomplete—she was stricken from the Navy list on 1 Nov 1966—but she continues to serve in a somewhat different capacity.

Bunker Hill was not, however, converted to a floating laboratory. Instead, she was converted to meet the needs of the Naval Electronics Laboratory at San Diego where her hull is currently being used as a test platform for NEL projects. The former carrier no longer is referred to by her given name, however.

For the record, *Bunker Hill* was the ninth carrier of the Essex Class built during 1940-41. She was launched on the first anniversary of the attack on Pearl Harbor and served admirably during World War II, earning 11 battle stars on her Asiatic-Pacific Area campaign medal.

After the war her designation was changed from CV 17 to AVT 71 and later to AVT 9. On 9 Jan 1947, she was placed out of commission in reserve and remained there until sought out by the electronics lab.—Ed.



SEA SEARCHER—Artist's conception shows new Navy oceanographic research ship. Catamaran design will provide a stable platform for scientific studies.

Ballasting Record Claim

SIR: We aboard *uss Alamo* (LSD 33) believe we have set a record for ballasting for LSD and LPD type ships.

During one period of our Vietnam deployment off Cau Viet and DaNang, we ballasted on 31 consecutive days, setting the ballast detail 59 times.

I can't give you such details as how much water was moved, but you can be sure that much of DaNang Harbor

is now resting at Cau Viet, and vice versa. Is this a record?—Ballasting Detail, *uss Alamo* (LSD 33).

• *Remembering the numerous amphibious operations of World War II, it seems doubtful that your ballasting statistics are a record. Perhaps we'll hear from other amphibious types trying to sink your ballasting record.*

Your ship will, however, be remembered for her outstanding ballasting accomplishments.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss New Mexico* (BB 40) — The 11th reunion will be held 5 October at the Red Fox Steak House (Lafayette Hotel), 2223 El Cajon Blvd., San Diego, Calif. Contact Amadeus Bible, 4929 Dafter Place, San Diego, Calif. 92102, for information.

• *uss Harry Lee* (APA 10) — Will hold its reunion 2 November at the VFW Hall, Saugus, Mass. For additional information, contact Mike Kutolosky, 11 Vincent Road, Lynn, Mass. 01904.

• *uss Medusa* (AR 1) — Will hold its 22nd annual picnic and reunion 1 September at Peck Park at Western Ave., San Pedro, Calif. For further information, contact M. A. Moss, 3530 Gardenia Ave., Long Beach, Calif. 90807.

• *Tailhook Association* — The 12th annual Tailhook reunion of carrier pilots will be held 20 through 22 September at the Flamingo Hotel, Las Vegas, Nev. Contact CDR D. S. Laird,

USN, VRF 32, NAS, North Island, Calif. 92135.

• A reunion of Pharmacist's Mates and Wave Hospital Corpsmen who served at Opa Locka Naval Air Station, Miami, Fla., during World War II is being considered. Those interested may write to Reunion Committee. P. O. Box 690, Carmichael, Calif. 95608.

• *uss Saratoga* (CV 3)—The 17th annual reunion will be held at the Hanalei Hotel, San Diego, Calif. on 12 October. All former shipmates are urged to contact Bob Sterling, 2048 Cecilia Terrace, San Diego, Calif. 92110.

• *LCI(L) Flotilla II*—All former crew members who served in Europe 1943-44 are invited to a reunion in Southern California in July 1970. Write Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.

• *uss Sellstrom* (DE 255)—A reunion is being planned. For information, contact Bert M. Pinkston, Jr., 7910 Matilija Ave., Van Nuys, Calif. 91402.

• *uss Langley* (CVL 27)—The ship's company and attached air groups will hold their silver anniversary reunion early this fall. Write to R. L. Merkel, 101 Medical Plaza, Topeka, Kans. 66604 for details.

The Use of Name Tags

SIR: It is my understanding that name tags worn on the Navy uniform are to be inscribed with the wearer's last name only. Many commands, however, are requiring the name of the activity to be inscribed below the wearer's name.

Obviously, these tags are useless when one moves on to another duty station.

Is it proper to require the name of the activity on name tags? Should the command furnish the tags at no cost to the individual?—A. A. T., LCDR, USN.

• *As outlined in Uniform Regs, name tags may be worn on such occasions as conferences, seminars, and other similar gatherings, or in the performance of duties where some easy method of identification by name is desirable or beneficial in furtherance of the mission of the command.*

The rules call for the last name only to be inscribed on the tag in letters one-quarter inch high.

The usual rule of thumb regarding uniform questions is: if it is not expressly permitted, it is forbidden. Applying this to name tags, one may conclude that the name of the activity should not be inscribed.

The Navy Uniform Board reminds us that there are stringent limitations on the wearing of name tags. Their use should be limited to "conferences, seminars, or other similar gatherings." The Board continues to feel that overexposure of various identifying insignia on the uniform is detrimental to a sharp uniform appearance.

Name tags should be bought by the individual. The Board feels that it would not be appropriate to use unit operating funds to provide name tags which, once manufactured, would become the personal property of the individual.—Ed.

Ribbons from Veteran Units

SIR: May ribbons awarded by the Veterans of Foreign Wars be worn on the Navy uniform? I've been thinking of joining the VFW, and understand ribbons are awarded to members of that organization. Would it be appropriate for me to wear such a ribbon on my uniform? I'm on active duty.—J. A. G., SF2, USN.

• *Medals and ribbons awarded by the VFW and other officially recognized veterans' organizations are authorized for wear on the naval uniform, in the order earned after all U. S. service awards. However, they may be worn only while attending meetings or conventions or while participating in parades or other ceremonies of the organization concerned. The word on this is contained in article 1027 and article 1036, Uniform Regulations.*—Ed.

Castor and Pollux

SIR: I have a 1944 listing of ship types that says the first *uss Pollux* was designated AKS 1. The list also shows *uss Castor* as AKS 1, and *Pollux* as AKS 4. I go along with there having been two ships named *Pollux*, but am thoroughly confused to think of two ships with the same name and different numbers, or two ships with different names and the same number. —D. L. R., SK3, USN.

• Not so confusing if you assume the publication you used as reference contained a typographical error. The first *Pollux* was AKS 2; the second *Pollux* is AKS 4. The AKS 1 was and still is *uss Castor*.

Since you AKSed (get it?), here's part of what the Ship's History Division knows about *Pollux* and *Castor*.

Castor, launched in May 1939 as *ss Challenge*, was the first C2 class cargo ship built for the Maritime Commission. She was purchased by the Navy in October 1940, converted to a general stores issue ship, and was commissioned *uss Castor* (AKS 1) in March 1941.

Castor was among the ships under attack at Pearl Harbor on 7 Dec 1941, but was tied up to a relatively obscure berth and was protected from a direct hit. She was loaded with TNT at the time.

Castor was deactivated in June 1947 and recommissioned in November 1950.

On 18 Mar 1952, she was underway for San Francisco when she ran into a storm off Yokosuka. She lost her main reduction gears and all engines were stopped; *Castor* lay dead in the water for 22 hours, except when the storm rolled her as much as 51 degrees to starboard and 43 degrees to port. She received considerable damage but held together and was towed back to Yokosuka for repairs.

Following additional Far East cruises,



SECOND AWARD—William Hall, AO3, receives gold star for second Navy Commendation Medal from Commander J. Ifft, at NAS Oceana.

Castor went into the yards at San Francisco. When she came out in 1956, converted to carry consolidated loads of both technical and general stores material, she was described as the most advanced supply ship in the Navy.

Back in WestPac in October 1956, *Castor* picked up an SOS from a Philippine merchant ship, *ss Lepus*, which had been battered by a typhoon. With the assistance of rescue planes from Clark AFB, *Castor* searched until she had found and rescued 11 survivors. The President of the Republic of the Philippines cited *Castor* for the rescue and personally thanked the ship's CO, Captain W. J. Germershausen.

Castor has been homeported in Sasebo since 1964. Permanently stationed in WestPac, she has conducted hundreds of underway and in-port replenishments and has participated in most major Fleet exercises.

In recent years, *Castor* has worked Market Time and Yankee Team operations off Vietnam.

She's an old ship with a new look; a helicopter deck has replaced her after gun mounts, and alterations to her interior have made her a more comfortable and efficient service ship for her 200 officers and enlisted men. *Castor* measures 459 feet in length, 63 feet at the beam and displaces 9746 tons.

uss Pollux (AKS 2) was built before World War II and was first known as *ss Comet*. She was purchased by the Navy in January 1941, converted to a general stores issue ship, and commissioned in May 1941 for service with the Atlantic Fleet.

On 18 Feb 1942, *Pollux* and *uss Truxtun* (DD 229) ran aground during a storm off St. Lawrence Harbor, Newfoundland, and were lost.

The second *Pollux* (AKS 4), built as a *Castor*-class C2 cargo ship, first served the Maritime Commission with the name *ss Nancy Lykes*. She was launched in February 1942 and was purchased by the Navy after the first *Pollux* was lost.

Pollux served in the Atlantic until August 1943 and then worked her way to Australia. She supported the Eastern and Western New Guinea campaigns, among others, and replenished U. S. warships throughout the Pacific.

In February 1945, *Pollux* supported the Philippine Liberation Campaign and evacuated the first POWs freed by our troops in the Manila area.

Earlier this year, *Pollux* received the Meritorious Unit Commendation for service off Vietnam between July 1965 and July 1967. During the two-year period she never missed a commitment or replenishment rendezvous.

Pollux measures 459 feet in length, 63 feet at the beam, displaces 6600 tons and is operated by 200 Pacific Fleet Service Force Navy men.—ED.



YOU AKSed FOR IT—USS *Castor* carries hull number (AKS 1). USS *Pollux* (AKS 4) is second ship to bear that name.



HANG OVER—USS *Princeton* (LPH 5) uses her anchor to ease the strain as she ties up at Subic Bay to pier that is some 460 feet shorter than her length.

Broadside Recoil—More or Less

SIR: Now that USS *New Jersey* (BB 62) is back in service, we hear plenty of discussion about the firepower of 16-inch guns. One point that has me confused concerns the “kickback” power generated by a battleship firing a broadside.

A chief petty officer who served on board an *Iowa* class battleship during World War II said the recoil from a broadside of nine 16-inch guns would push his ship eight to 10 inches in the opposite direction.

Somebody else claimed the nine-gun broadside would push a battleship three to four feet. My question: What is the actual distance a battleship is

pushed by broadside recoil?—G. J. S., RD2, USNR.

• The answer is the same now as it was in 1957 when the then Bureau of Ordnance stated the recoil of a full broadside would push a battleship “about two feet.”

Logic and a few facts about battleships help clarify the “about” portion of the answer. First, assume that a big, heavy *Iowa*-class battleship (such as *New Jersey*) would be pushed less by broadside recoil than a smaller BB with the same guns.

For size and weight comparisons, the *Iowa* class measured 887 feet overall and displaced 57,950 tons. The North Carolina types measured 729 feet and

displaced 46,770 tons; South Dakota class 680 feet and 45,500 tons; and the Indiana variety 680 feet and 44,374 tons.

It is noted that *Iowa* class 16-inch guns were (are, considering *New Jersey*) 50 caliber, as compared to 45 caliber for the other types. However, considering the *Iowa* weight advantage, the larger caliber probably made little difference in recoil push.

If you consider other factors, such as roll, speed, wind and condition of the sea, it might be safe to argue that the recoil push of any given broadside cannot be figured before the salvo is fired. However, you can really play it safe and go along with the NavOrd experts who said two feet, more (*Indiana* class) or less (*New Jersey*).—Ed.

Gundecking

SIR: I have been trying to find some clue as to the origin of the term “gundeck” as used to refer to the doctoring of records, reports and the like.

I have asked many old salts about this and checked dictionaries of naval terms but have been unable to come up with anything specific. Could you be of assistance?—J. W. McConaughy, Jr., PN2, USNR.

• The origin of “gundeck” as a slang expression, meaning the altering or falsifying of records, is obscure. However, it is interesting to note that according to James’ Naval History of Great Britain, the deck below the upper deck and one upon which no guns were mounted was called the gundeck by the British Admiralty.

We would like to say this is the undocumented origin of the term. Perhaps someone in the Fleet has a more plausible or more authentic explanation.—Ed.

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SKILLED HANDS—MCB-58's drill team puts on show. *Rt:* Korean troops take break and help Seabees on job.

Seabees Work With Korean Marines in Vietnam

LOCATED SOME 20 miles south of Da Nang, near the provincial capital of Hoi An, are two military units. One is composed of professional soldiers, the other is equally professional in its own trade—building. These two are the 2nd Republic of Korea Marine Brigade, and the U.S. Naval Mobile Construction Battalion 58.

When NMCB 58 returned to Vietnam in December 1967 for its second deployment, it was assigned the job of building a cantonment for the 6500-man Blue Dragon Brigade of the Republic of Korea Marine Corps which, with its attached support units, totals close to 8000 officers and enlisted men.

When completed, the cantonment will include 14 separate camp sites, more than 1300 structures, complete electrical and water systems, and helo pads, as well as connecting roads and berms.

The Seabees and Korean Marines

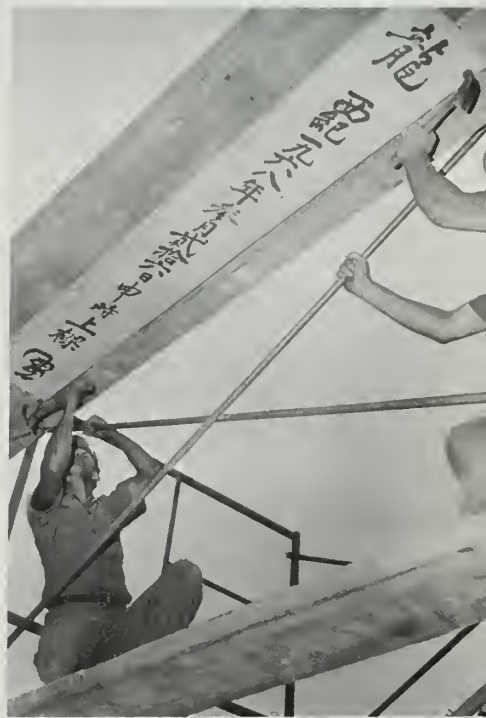
have worked side by side from the day the project first began.

The Korean Marines provide security patrols and artillery support while the Seabees provide roads, buildings and fresh water. They play softball and volleyball together, drink each other's beer and tell each other about their girl friends, family and home.

They share rides on each other's vehicles and watch each other's movies. On Sunday afternoons, a popular place is the beach where Seabees and Korean Marines can be found enjoying themselves in the South China Sea.

They also share the same oppressive heat, dust and mosquitoes prevalent in the Hoi An area.

Bit by bit, despite language difficulties, they learn more about each other. As the cantonment grows day by day, so does the understanding and friendship between the Seabees and the Korean Marines.



HOI AN TOGETHERNESS—Seabees and Korean Marines play volleyball. *Center:* Sign of the times. *Rt:* Support for water tower is erected. *Above:* Traditional Korean style cornerstone laying ceremony includes placement of tabloid.





FOLDING-FIN FIRING—Air Force Supersabre pilot fires folding-fin rockets into an enemy position in Vietnam.

A SINGLE-WIRE ANTENNA that trails for more than five miles behind an aircraft is being tested on EC-135s based at March AFB, Calif.

The trailing-wire antenna system is intended to give jet aircraft a new low-frequency radio transmitter capability.

Coiled on a spool, the antenna is lodged under the aircraft fuselage. When ready for operation, the spool is unwound—much like a fishing reel—to the proper length for the frequency desired.

A cone-shaped, fiber glass drogue attached to the end of the antenna supplies drag to uncoil the wire and add aerodynamic stability.

UNDERWAY—The United States Coast and Geodetic Survey Ship Oceanographer cuts through calm sea.



THE ODD LOOKING vehicle which scooted over Army test grounds unmistakably had something. The question was what.

The answer soon became apparent when the solid ground on which it traveled gave way to swamps and rice paddies and then to deeper water. Through it all, the Army's vehicle splashed and swam like a duck emerging from the water in a distinctly unducklike manner by climbing nearly vertical banks and continuing on land again over broken terrain.

The army's amphibian, called *TerraStar*, travels at more than 30 miles an hour on cross-country runs. It employs an advanced locomotion concept which calls for a running gear of four wheel assemblies called major wheels.

Each major wheel has three minor wheels mounted on secondary axles which are located radially on large spokes about the major wheel main axle. The minor wheel carries wide-base, low-pressure tires.

The major wheels propel the *TerraStar* through water and over very soft soil in which a conventionally wheeled or tracked vehicle would become hopelessly bogged.

On roads and other hard surfaces, *TerraStar* operates on its minor wheels. According to the Army, tests established the *TerraStar* as the world's fastest wheeled amphibian. As the result of initial trials, the *TerraStar* test bed now is undergoing additional experimentation.

★ ★ ★

A SPECIAL ASSISTANT for environmental services (SAES) has been established under the Joint Chiefs of Staff. He will coordinate, evaluate and review the environmental services of the Department of Defense. The first man to hold the new office is Roy W. Nelson, Jr., Brigadier General, USAF. Richard M. Cassidy, Captain, USN, is his deputy.

The new organization of the SAES will assist the Joint Chiefs of Staff to coordinate, evaluate and review the environmental services of the Defense Department and provide guidance on policy in those areas.

The office of the SAES will be manned by a staff of 48 people, 26 of whom will be commissioned officers. Each military department in the organization will have about equal personnel representation by rank, number and importance of billet throughout the agency.

The Naval Weather Service Command which supports Fleet sea and air operations is under the cognizance of the SAES organization as is the Air Force's Air Weather Service and the Army's artillery "metro sections" which provide meteorological data to artillery firing units.

The new organization is expected to be in full operation this summer.

★ ★ ★

AN OBSOLETE F-89J is being used by the Air Force to test an experimental armor system designed to protect combat crews flying in Southeast Asia.

Engineers at the Flight Dynamics Laboratory at Wright-Patterson AFB, Ohio use dummy figures formed of fiberboard blocks to simulate crew members in the pilot and radar operator's seats.

Similar blocks are also placed at other locations in the cockpit to measure accurately the energy-force of particles penetrating the aircraft. During testing, fifty-caliber bullets and other sized projectiles are fired at the plane.

Each fibrous crewman is completely equipped and even has a parachute, survival kit and life raft in order to evaluate the protection from gunfire provided by operational and survival equipment.

Armor materials which have already been evaluated as well as experimental materials are being used to protect the test plane. The new armor has been designed with an eye toward protection required, availability of materials and the limited space within the aircraft.

★ ★ ★

A POD-MOUNTED ground illumination system is being developed by the Air Force Systems Command at Wright-Patterson AFB, Ohio.

The system, called Project Brilliant, is being designed for use on tactical aircraft to illuminate limited war areas with the power of one megawatt.

An aircraft equipped with the system and flying at 10,000 feet could illuminate a four-square-mile area 50 times brighter than moonlight. At 1000 feet, looking 2000 feet downrange, the system could light up a one-half-square-mile area 500 times brighter than moonlight making people and larger objects clearly visible for a few seconds or a minute—depending on the mission.

The illumination system fits an F-4 aircraft fuel pod and is about three feet in diameter and 10 feet long. The complete unit, including a generator, light system and fuel, weighs less than 2000 pounds.

The generator system weighs about 1000 pounds and uses a magnetohydrodynamic (MHD) channel power supply.

If need be, the light power source could be doubled without substantially increasing the system's weight. A two-megawatt illumination system would weigh about 3000 pounds.

The rocket engine used as a burner by the Project Brilliant system uses a combination of jet fuel and oxygen. Jet fuel is drawn from the aircraft system and oxygen is stored in the pod. The system has no moving parts—a factor which increases its reliability.

★ ★ ★

A LONG-RANGE ICBM interceptor missile named *Spartan* has had a successful maiden flight from her Army test site at Kwajalein, Marshall Islands.

All systems were go as the 55-foot, two-stage missile rose from a vertical concrete cell and arced down range across the Pacific, her radar guidance system functioning as planned.

Spartan is designed for deployment at selected sites throughout the United States under the *Sentinel* anti-ballistic missile system.

★ ★ ★

FAST FIX CEMENT, which hardens in 30 minutes or less, is being used in Southeast Asia to fill runways damaged by mortars and rockets.



VERSATILE—The AC-130 gunship combines reconnaissance and strike capabilities in the same aircraft.

Developed for Air Force Systems Command's Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio, the cement is being tested at Air Force bases under operational conditions.

The cement has been shown to set quickly and provide strength equivalent to that of concrete that has dried for 28 days. During tests at Eglin AFB, Fla., a simulated fighter aircraft with a load of approximately 58,000 pounds was successfully supported 30 minutes after the cement hardened.

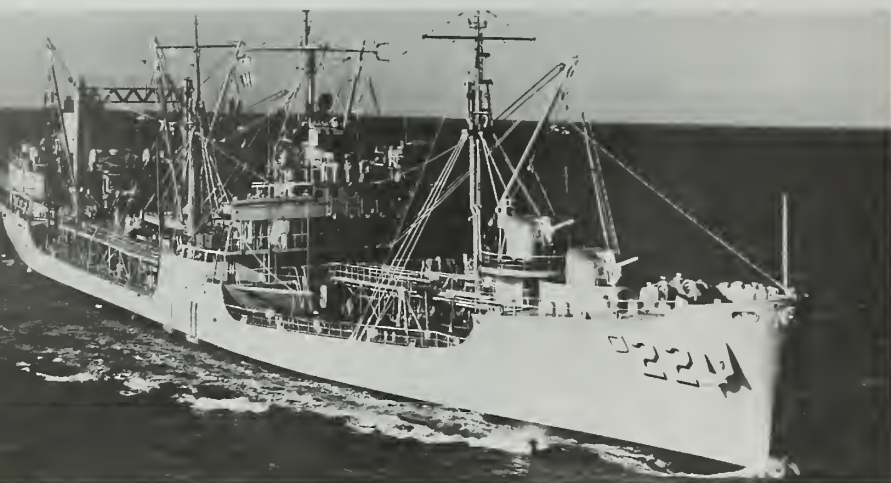
Simulated 750-pound bomb craters were filled to within a foot of the top with sandy debris. The last foot of the approximately 40-foot diameter, 14-foot deep crater was filled with a uniform aggregate. The fast fixing cement was poured at 1000 gallons per minute over the aggregate and spread down through it to form a quick-setting concrete.

The cement may be used with conventional, concrete mixer trucks. A fast fix concrete was developed with the water content approximately 35 per cent of the weight of the mixture. Rather slushy, the mixture is excellent for repair of mortar and rocket crater damage, as it is easy to handle, flows into irregularities of a broken runway pavement, and can be contoured to the shape of the runway.

COAST GUARD CUTTER USCGC Absecon, former Navy seaplane tender, takes part in CG Academy cruise.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



STILL ON THE GO—After 29 years of service to the Fleet, *USS Cimarron* (AO 22) is still going strong replenishing ships of the Pacific Fleet.

Cimarron Gets Around

If you are where the action is in the Pacific, you probably will see *uss Cimarron* (AO 22) for *Cimarron* has a reputation for being almost everywhere.

From Iceland to Okinawa; from Inchon to the Tonkin Gulf, her portly but businesslike lines have been a welcome sight to countless men-of-war engaged in operations during both peace and wartime.

Cimarron also has a reputation for being on hand during history-making occasions. During World War II, for example, *Cimarron* refueled *uss Hornet* (now CVS 12) before General Doolittle's boys took off to bomb Tokyo for the first time.

During the succeeding three years, *Cimarron* participated in every major campaign of the Pacific and continued working to support U. S. occupation forces after Japan's surrender.

When the Korean conflict erupted, *Cimarron* was there, too, and she remained in Korean waters until the cease-fire was signed.

Between the end of the Korean struggle, and the outbreak of hostilities in Vietnam, life was reasonably quiet for *Cimarron*. She served as flagship for the support group in Operation Passage to Freedom dur-

ing which countless refugees fled North Vietnam.

When combat began in Vietnam, *Cimarron* was again ready and, since that time, has pumped millions of gallons of black oil, jet fuel, and aviation gasoline to aircraft carriers, gunfire support ships, Market Time patrol boats and others operating around Vietnam.

Despite her years, *Cimarron* still travels considerably. During 1967, the fleet oiler ranged over 2500 miles on her run along the Vietnamese coastline from the Gulf of Siam through the South China Sea and into the Gulf of Tonkin.

During this time, she completed a total of 262 transfers during 10 on-line junkets.

Petroleum products are not the only commodity which *Cimarron* transports. She also carries commissary provisions, Fleet freight, mail and transient passengers and has attained quite a reputation as a cannibal—of spare parts for her customers, of course.

Cimarron's long career suggests that she may lead a charmed life. Although she has had many narrow escapes, she remains physically fit and, thanks to periodic major overhauls, she is technologically modern and very, very active.

Welcome Home, Daddy

Heaving lines have been aimed at several home piers recently by bos'ns returning from deployments overseas.

Enjoying homecomings were:

- The amphibious command ship *uss Mount McKinley* (AGC 7), to San Diego after eight months in WestPac. *Mount McKinley* acted as nerve center for amphibious ready groups operating off the coast of Vietnam.

As flagship, she provided communication and specialized support for 16 amphibious operations and conducted 591 helicopter landings and launches.

- Four air squadrons, to San Diego after an eight-month WestPac tour aboard the aircraft carrier *uss Kearsarge* (CVS 33). The squadrons, all members of Carrier Antisubmarine Air Group 53, were VS 21, VS 29, VAW 111, and HS 6.

During the deployment, Air Group 53 operated in support of air operations in North Vietnam and naval operations in the Sea of Japan.

During the cruise HS 6 crewmen rescued 45 people, 18 of them air-men downed in the combat zone.

- The heavy cruiser *uss Canberra* (CA 70), also to San Diego, after a WestPac deployment. The cruiser was away from home port for seven months.

During this, her fourth WestPac deployment, *Canberra* logged more than 50,000 miles. She supported allied troops operating in the area around the DMZ, and in Sea Dragon operations off North Vietnam, where she patrolled the coastal waters of the Tonkin Gulf.

- The heavy cruiser *uss Newport News* CA 148, to Norfolk after seven and a half months in the Pacific.

Traveling some 13,000 miles to return home, *Newport News* left the Gulf of Tonkin with a proud record. She had proved herself a potent addition to Seventh Fleet's cruiser-destroyer force.

While crews of these units were making ready for welcoming celebrations, the crew of the carrier *uss In-*

dependence (CVA 62) were preparing to shove off for the Mediterranean. *Independence* left Norfolk to join the Sixth Fleet in Europe.

Last year, the 80,000-ton carrier spent nine months in Norfolk Naval Shipyard. She was fitted with some of the most up-to-date equipment in the Fleet, including a new air-conditioning system, a new evaporator for her refurbished power plant, a new flight deck lighting system, and the Navy Automated Tactical Data System.

Delta's Mother Ship

She's a Riverine support base, a mobile helo pad, a command and communications center. She provides small boat repairs. She furnishes supplies and provisions. When she's not acting as a battleship, she's a hospital ship. In a word, she's *total*.

This only briefly describes the functions of the self-propelled barracks ship *uss Colleton* (APB 36) which serves primarily as the command control center for the Mobile Riverine Force in the Mekong Delta.

While she is many things at once in fulfilling her Vietnam role, it was basically her reconstruction that qualified her for the riverine job.

Flat-bottomed, her shallow draft is well suited for running with ease the major rivers in the delta region. When rivers become streams, and her advance is halted, she extends her riverine arm by launching a fleet of assault craft—ATCs, ASPBs and 20th century monitors—which transport troops further upstream into battle areas.

In almost every sense, APB 36 is totally independent in her efforts to rout the enemy from the Mekong Delta. She moves her riverine force deep into the heart of enemy-held territory by using the natural highway system of rivers and streams that interlace the region.

As an independent mother ship, *Colleton* provides her troops, from the Army's Second Brigade, Ninth Infantry Division, with berthing, food and complete medical facilities. She has an 18-bed general ward, a two-bed intensive care unit, and a complete surgical suite staffed jointly by a Navy and Army medical team.

The concept of riverine warfare



CLOSE FORMATION—Barracks ship *USS Colleton* (APB 36) rests at anchor in the Mekong River with 12 riverine craft alongside.—Photo by Ed Shinton, PH1.

has been successful in Vietnam, and the crew of *uss Colleton* likes to think that the major reason for its effectiveness is their ship's total performance. —Tim Bennett, PN2, USN.

They Earned Their Awards

Navy ships and units continue to perform outstanding service during their tour in Vietnam. Here's a list of those who have most recently received the Meritorious Unit Commendation.

Boat Support Unit One was awarded its MUC for service from 8 Feb 1964 to 30 Jun 1967 in operations in support of operational forces in Vietnam. BSU One was responsible for the establishment of an advanced base capable of supporting highly sophisticated combat craft, and for the training of Vietnamese naval personnel in their operation. In addition, it was responsible for design modification and tactical employment of numerous types of small boats.

USS Current (ARS 22) received her MUC for service from 27 January to 20 July 1967 during operations in Southeast Asia. *Current* took part in the salvage operations of *MS Amastra*, *SS Minot Victory* and *SS Cosmos Trader*. She also succeeded in laying an off-shore POL line and mooring for the USAF in Taiwan.

USS Fox (DLC 33) earned her

MUC for service from 12 July to 13 Nov 1967 while serving as Piraz (Positive Identification and Radar Advisory Zone) ship for Task Force 77. As such, she provided forward air traffic control center services for all Navy, Marine Corps and Air Force aircraft transiting the Tonkin Gulf on strike missions into North Vietnam.

Patrol Squadron One was awarded its MUC for service from 15 May through 15 Nov 1967 while conducting radar and visual surveillance of sea areas along the coast of the Republic of Vietnam as part of Operation Market Time. Conducting around-the-clock patrols, PatRon One participated in 479 missions, logging nearly 6000 hours of combat flight time and averaging over eight hours per sortie for a total 693 sorties. A total of 75 communist-bloc ships and hundreds of other ships were sighted and photographed by the squadron.

uss Benjamin Stoddert (DDG 22) received her MUC for participating in combat operations from 25 April to 2 Sep 1967. Conducting operations against lines of communications, she inflicted severe damage to waterborne logistics craft, trucks, storage areas, roads, bridges, ferries, boat repair yards and surface-to-air missile positions. On numerous occasions, the ship was taken under fire by enemy coastal defense batteries.



UP THE RIVER—LCU 1617 takes on load of supplies to deliver up Cua Viet.

uss *Henry W. Tucker* (DD 875) earned her MUC while assigned to the Northern Search and Rescue Unit of Task Force 77 from 18 September to 21 Oct 1967 and while assigned to Naval Gunfire Support of Allied Forces from 11 to 25 Nov 1967. She provided gunfire and neutralization of enemy targets in support of allied forces ashore in South Vietnam.

uss *DuPont* (DD 941) was awarded the MUC in connection with operations while conducting gunfire support missions off the coast of Vietnam during 8 August through 11 September, 1 through 24 October and 15 November through 1 Dec 1967. Firing in support of the Third Marine Division, the ship completed more than 580 call fire and 2050 H and I missions. While the destroyer was on the firing line she was taken under enemy artillery fire on several occasions.

Amphibious Ready Group Bravo was presented the MUC for action against Viet Cong insurgent and North Vietnamese regular force troops in the Republic of Vietnam from 18 June to 4 Aug 1967. During this period, Group Bravo conducted Operations Beacon Torch, Beaver Track, Bear Chain and Kangaroo Kick. Group Bravo included Commander Amphibious Squadron Nine and staff, *uss Tripoli* (LPH 10), *Monticello* (LSD 35), *Ogden* (LPD 5), *Tom Green County* (LST 1159), *Terrell County* (LST 1157), and embarked detachments.

Navy Unit Commendations

MEANWHILE, the following ships and units received the Navy Unit Commendation during the cited periods for actions "in keeping with the highest traditions of the United States naval service."

USS Constellation (CVA 64) and *Attack Carrier Air Wing 14* (CVW 14) from 18 May to 26 Nov 1967 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS Coral Sea (CVA 43) and *Attack Carrier Air Wing* (CVW 15) from 13 Aug 1967 to 19 Feb 1968 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS Intrepid (CVS 11) and *Attack Carrier Air Wing 10* (CVW 10) from 12 June to 8 Dec 1967 while participating in combat operations as a unit of Task Force 77.

U. S. Naval Support Activity, Saigon, from 16 Mar 1966 to 1 Jan 1968 in providing logistic support to U. S. Navy, U. S. Coast Guard and Free World naval forces in the II, III and IV Corps areas in the Republic of Vietnam.

USS Oriskany (CVA 34) and *Attack Carrier Air Wing 16* (CVW 16) from 14 July 1967 to 12 Jan 1968 while participating in combat operations in Southeast Asia as a unit of Task Force 77.

USS Ray (SSN 653) for a period in 1967, during which *Ray* conducted independent submarine operations essential to the national defense.

USS Triton (SSN 586) for a period in 1967, during which *Triton* conducted independent submarine operations of great importance to the national defense.

USS Tripoli (LPH 10) from 16 May to 1 Dec 1967 while engaged in combat operations in the Republic of Vietnam against insurgent communist guerrilla and North Vietnamese Army forces.

They Haul Almost Anything

Aside from possible unfriendly mortars which may be pointed in their direction, the trips made by the crew of LCU 1617 on the Cua Viet River are more or less ho-hum affairs.

There are those, you understand, along the banks of the Cua Viet who are anxious that the cargo of the landing craft does not reach its destination. Because of this antagonism, the caution of the crew of the LCU is more than justified and the noisy trips more than make up for the quiet ones.

Utility Landing Craft 1617 is one of eight craft assigned to Assault Craft Unit One, Western Pacific Detachment (a unit of the Seventh Fleet Amphibious Force).

About three times a week she carries cargoes as varied as paper cups, cranes and trucks from the Naval Support Activity at Da Nang to northern I Corps outposts.

LCU 1617, like all her sisters, has proved herself to be particularly useful in Vietnam. She can carry up to three 60-ton tanks or more than 400 troops. When she carries vehicles, she sometimes carries the drivers, too. The cargo simply rolls on and, upon reaching its destination, can be driven off under fire within a period of about two minutes.

When LCU 1617 begins her 90-mile trip to the Cua Viet during the night, she reaches the river's mouth at about daybreak. If she reaches her I corps destinations during the morning hours, she can return to Da Nang by early evening and unload everything she brought back with her. Then the same process is repeated—ad infinitum.

Aboard LCU 1617, the 11 men of the crew are proud of their ability to transport nearly anything—even through heavy seas and surf up to 10 feet.

Although the crew of the utility

landing craft never know when or where mortar fire will erupt from the shore, they still manage to mix a fine concoction of relaxation in the face of danger with the certain knowledge that they and 1617 can handle any assignment that is given them. —John Thomas, ENS, USN.

Subrep Unrep

uss *John A. Bole* (DD 775) performed an unusual underway replenishment recently when she delivered over a ton of foodstuffs and three huge bags of mail to *uss Sterlet* (SS 392) on the high seas of the Tonkin Gulf. Ordinarily it is necessary for a submarine to use precious time by going into port for supplies.

The Seventh Fleet destroyer *Bole*, commanded by Commander Frank C. Collins, accomplished the unusual unrep by means of an improvised manila highline attached to the submarine's conning tower and handled by *Bole* crewmen.

Cook With Wings

Rayburn A. Sanderson had nothing against being a commissaryman but he also longed to be up up and away in one of the beautiful *Nep-tune* patrol planes his buddies flew with Patrol Squadron Seven at NAF, Sigonella, Sicily. Unlike many dreamers, however, Sanderson was willing to do something about it.

Although he was busy in the galley during most of the night, Sanderson attended ASW ordnance ground lectures and took part in loading drills during the day.

Whenever he could do so, he hopped a flight, absorbed more instruction and had his flying ability checked out by the officers and enlisted men of nearly every crew in the squadron.

Within three months, Sanderson had accumulated 65 flight hours and had also finished a good portion of his ground training.

Clearly, Sanderson was well on his way to becoming a fully qualified ASW aircrewman as well as a commissaryman.

When VP-7 returned to Jacksonville last November, Sanderson kept working on the ASW Ordnance Aircrewman syllabus and, 10 months after he began his training, he received his gold aircrewman wings.

It was, of course, a day for San-



GALLEY GOODBYE—R.A. Sanderson, CS1, worked during off-duty hours to qualify as an ASW aircrewman.

derson to remember and it was also a big day for the officers and men of VP-7 who, by contributing many of their off-duty hours, helped him achieve his goal.

When Sanderson received his letter of designation, the squadron's exec attested to the command's pride in a man with the initiative to spend many off-duty hours to complete his studies. He also congratulated Sanderson on being one of the few Navy commissarymen, if not the first, to become a qualified ASW Aircrewman.

Vanishing Breed

The Navy still has on its rolls 34 Enlisted Aviation Pilots, and NAS Miramar, Calif., proudly claims three of the vanishing breed.

They are AFCM J. "Pudge" L. Culbert, ADCS Harry "Shady" Lane, and ADCS Marvin "Red" Park.

Altogether these *Silver Eagles* have logged more than 32,000 pilot hours. Chiefs Park and Lane are checked out in jets while Chief Culbert balances the scales as a helo pilot.

All three APs fly conventional aircraft. Chief Park holds an airline pilot rating and has flown 34 different types of aircraft. He received his AP designation in 1945, four years after Chief Lane. Chief Lane at one time held the rank of lieutenant, but reverted to his present rating in 1950. Though senior in rate now, Chief Culbert didn't receive his wings until 1947—a mere 21 years ago.

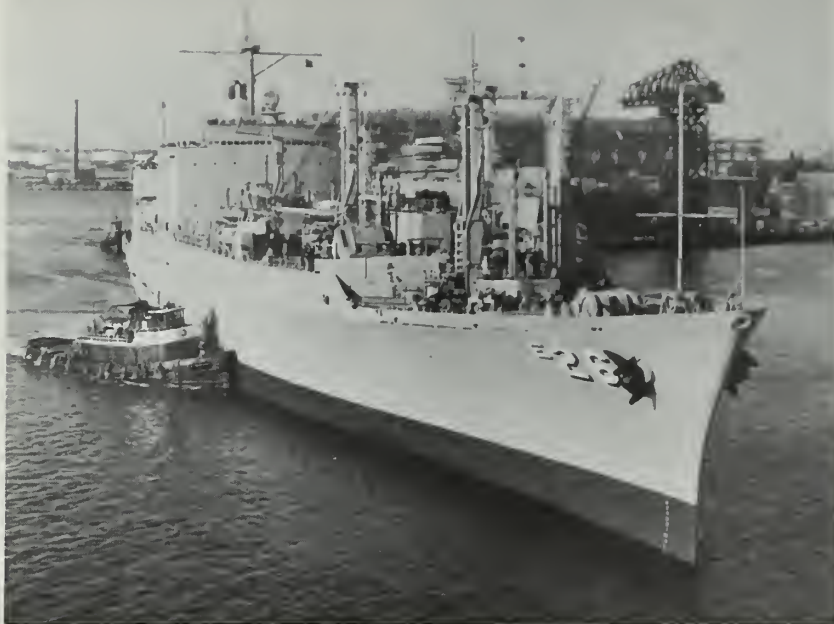
Actually, the enlisted pilots can trace their ancestry back to World War I. Combat tested, they again achieved fame during WW II when their numbers increased to more than 800 and they flew the world over.

After the war, the AP roster gradually diminished as the enlisted pilots either left the military or dropped their designators.

Now, it appears only a matter of time before the hour comes when the Navy's APs hang up their uniforms for the last time, bringing to an end a distinguished era for the enlisted man in naval aviation.



A RARE BREED—Three of the 34 Navy enlisted pilots pose for photo following promotion ceremony at NAS Miramar. Lt to Rt: Silver Eagles Senior Chief Aviation Machinist's Mate M. E. Park; Master Chief Aircraft Maintenceman J. L. Culbert; and Senior Chief Aviation Machinist's Mate H. A. Lane.



OFF TO SEA—*Kilauea*, first of a new class of Navy ammunition ships, is eased from docks by tugs as she gets underway for her first sea trials.

Kilauea Commissioned

Newest of the ammunition ships, *Kilauea* (pronounced: Key-Low-Way-Ah), was scheduled to be commissioned in August at the shipyard in which she was built in Quincy, Mass.

The 564-foot ship, designated AE

26, had her keel laid on 10 Mar 1966, and was christened on 9 August last year. She will displace 18,000 tons fully loaded, carrying missiles and other ammunition to combatant vessels.

Kilauea is named after the active volcano on the island of Hawaii.

MSTS Units in Vietnam

ABOUT 97 percent of the dry cargo needed and nearly 400,000 men have arrived in Vietnam via MSTS-controlled ships since early 1965.

With a main office in Saigon, MSTS has strung eight small units in the principal outposts along the coast.

Among the best known of these units, which speed shipments to their final destination, are those at Da Nang, Qui Nhon, Cam Ranh Bay and Nha Trang.

One of the smallest units of this cargo and passenger line can be found along the white, sandy beaches of the city of Nha Trang, 175 miles northeast of Saigon.

Here, three U. S. Navymen normally assigned maintain constant liaison with, and monitor cargo delivery to, approximately 184 different military and civilian MSTS consignees within the Nha Trang area.

First established in early 1965 in preparation for the build-up of U. S. forces in South Vietnam, the Nha Trang MSTS unit began with one Navy officer, working with virtually nonexistent facilities. In March 1966, an office was built and a two-man staff was assigned.

Chief Shipfitter Mozier Is Retired—And Still Lending Navymen a Hand

At 0700 daily, retired Chief Shipfitter Tony "Pops" Mozier drives eight miles from his home in Point Loma, Calif., to NTC San Diego, picks up a pile of forms that newly-arrived recruits have filled out, and then returns home to begin a routine that he modestly categorizes as better-than-sitting-in-a-rocking-chair all day.

Mozier, a ham radio operator and a member of the Army's Military Affiliate Radio System (MARS), notifies parents throughout the United States that their sons have arrived safely in San Diego and are on board the NTC for recruit training.

Thousands of such messages move each month from antennas atop Pops' Point Loma home.

Pops' wife assists him with the calls. He first communicates with the Interstate Sideband Network (SSB) headquarters in Arkansas, a clearing house for amateur radio

calls. He receives a practical routing for his traffic, and then contacts about 20 glad-to-cooperate ham operators throughout the country.

Pops gives each contact the messages that apply to his particular geographic area. The area contact then relays the messages to local radio operators. When a given message gets close enough to a recruit's home, the parents are phoned and the word is passed.

In most cases, the anxious parents are told of their son's arrival at NTC before noon of the day after he left home. Almost all of the messages are delivered within 24 hours, many within three to four hours.

Mozier's radio shack is a small room crammed with high and low power transmitters, amplifiers, receivers and four teletype machines. "By using the teletypes," he said, "the fellows at the other end don't

have to write down all the names. I just start my tapes here, and they get a printout on their machines at the other end. While the teletype is going, I get on a mike and go ahead with some of the other calls."

While Pops is on the air, Mrs. Mozier works on the family telephone, calling parents of recruits who live in the San Diego area.

Pops has been interested in radio work nearly all of his life. "I made my first radio set back in 1914," he said. "It was an old spark-gap outfit built with a few parts and an oatmeal box."

"When I joined the Navy in 1922, I considered going into the radio field, but I had worked in a shipyard and could read blueprints so I became a shipfitter."

Now retired for more than 20 years, Pops has all the radio work he can handle.

—Bill Honerkamp, JOSN, USN.

That month also saw the first contingent of civilian personnel and equipment arrive, to perform stevedoring and trucking services, under contract to MSTs, in support of U. S. military forces and civilian contractors in Nha Trang.

Today, it's usually a three-man team operation. Working from the fifth floor offices of a newly constructed control tower, the team literally oversees all MSTs operations along the beachfront that comprises Nha Trang's port.

The port of Nha Trang is visited monthly by approximately 15 deep draft dry cargo vessels, troop transports and tankers, and some 13 LSTs carrying ammunition, foodstuffs, vehicles, U. S. Army units and other materials.

All of these ships are owned or chartered by MSTs, and the Nha Trang unit plays a part in the control of each, as well as handling crew problems, customs clearance, liberty launch service and other requirements.

Though small, the Nha Trang MSTs unit, combined with its sister units in South Vietnam, does a big job, accurately reflecting the Navy's long-held view of the importance of sea transport.

—Ray Tills, JO2, USN.

Kudos for Chief Steward

Nearly 27 years of duty, which provided the opportunity to meet top officials and heads of state, ended in the Sea of Japan recently as Senior Chief Steward William H. Wells flew from the deck of *uss Enterprise* (CVAN 65) to return to the U. S. as a member of the Fleet Reserve.

As the last duty tour of his naval career, Senior Chief Wells had spent two and one-half years in the carrier, during which his responsibilities centered around the supervision of 120 stewards and cooks.

One of the final additions to Chief Wells' service record is a letter of commendation for his outstanding performance, particularly on behalf of the many distinguished visitors and heads of state who visited *Enterprise* during recent months. These included the President of the United States, the Vice President, the President and Premier of South Vietnam; the U. S. Ambassadors to South Vietnam and Japan, plus distinguished members of Japanese government.



ALL AROUND AMPHIBIAN—Sketch shows how the general purpose assault ship will look. It is designed to combine features of LPH, LPD, AKA, and LSD.

Accomplishing such formal tasks has been part and parcel of Chief Wells' career in the Navy. From 1945 to 1952, he moved back and forth along the West coast as a mess troubleshooter, earning a reputation for achieving a smooth operation in the jobs to which he was assigned.

He started his career on board the attack transport *uss Spica* (AK 16) and was in port at Kodiak, Alaska, on 7 Dec 1941 when the U. S. entered World War II. With the exception of one Mediterranean cruise on board the carrier *uss America* (CVA 66), all of his career was spent in the West coast and Pacific Fleet areas.

And that's where Chief Wells plans to settle down—on the West Coast. Smooth sailing, Chief.

New Type Amphibious Ships

A new class of combat ship has been chosen to succeed earlier amphibious designs. More than five are planned for the series and they are

expected to reduce the need for specialized ship types.

The vessels will be called general purpose amphibious assault ships (LHAs) and will have a full flight deck and well to accommodate a balanced assault payload. This will be done by combining the features of the amphibious assault ship (LPH), the amphibious transport dock (LPD), the attack cargo ship (AKA) and the dock landing ship (LSD).

The design provides for increased speed and flexibility in amphibious combat missions including assault by air or over the beach.

The design calls for a hull about 800 feet long with a 106-foot beam. The ship's endurance is estimated at more than 10,000 miles.

The LHA's design reflects changes in amphibious doctrine during the past 30 years. These ships will operate as independent units or with the newer amphibious ships having comparable speeds.

Ten Millionth Prop Revolution—and a Tradition



The executive officer of the amphibious assault carrier *uss Iwo Jima* (LPH 2), Commander Robert S. Vermilya, was caught in the whirl of *Iwo*'s 10,000,000th propeller revolution while handling the throttle, as the result of a well-engineered scheme.

According to *Iwo* tradition, the man on the throttle during a millionth mark in revolutions of the screw is required to finance the purchase of a case of beverage for the engineering department party, which is to be held at the end of the cruise.

CDR Vermilya, after realizing he had been the victim of more than circumstances, sportingly consented to follow tradition.



DOUBLE CHECKING—Howard Weldy, SN, checks transaction cards on verifier machine at Data Processing Department, 1 Corps, Naval Support Activity, Da Nang. Rt: Richard Bordeau, DT2, wires panel on accounting machine.



Electronics Speeds Supplies

Keeping a daily account of more than 90,000 supply items handled throughout I Corps by the Naval Support Activity, Da Nang, would be an impossible job if done by hand. But for the mechanized bookkeepers at the Data Processing Department, it's all in a day's work.

Supply items must be maintained at various levels by the Supply Department to assure delivery of necessary materials to NSA's customers scattered throughout the five northern provinces of South Vietnam.

"We keep data as current as possible on all items," said Data Processor Technician 1st Class Gerald Schmidt.

"The transactions of each item, the quantity of the item on hand and the quantity of the item on

order are used to keep the information updated."

The backbone of the offset system used by the Data Processing Department is the 801 card, or the stock balance card. One of these cards is on file for each item handled by Supply.

A detail card, showing transactions of each stock item, is put through the 407 Accounting Machine with the corresponding 801 card. When the amount of stock on hand drops below a predetermined level, the information is sent to the supply office. Here a decision is made, based on current or projected need of the item, as to whether or not stock is to be reordered.

Not all the work is done by machine. When supply requests come into stock control, Navy personnel and Vietnamese workers punch

cards on the items for the offset system.

After verification on another machine, the card is put into the system and the data used for stock control. More than 40 million cards pass through the machines each month.

A number of data processing machines are used by the Navymen. The 188 Collator checks the alphabetical or numerical sequence of cards and can merge or select cards in the file in either sequence. Another machine with a similar function is the 83 Sorter, used to arrange cards into alphabetical or numerical order.

The 604 Electronic Calculator is used for computing figures. The 557 Alphabetic Interpreter feeds back identification of unidentified cards and the 519 Reproducing Punch duplicates cards.

Even with all the machines which aid data processing, the system has one drawback. "We're only as good as the information we receive from personnel," said Petty Officer Schmidt.

"If the figures given to us aren't correct, the machines' computations are not going to be correct either."

In addition to stock control for the Supply Department, Data Processing assists other NSA departments. One Navy pay list, consisting of nearly 9000 names, is reproduced by machine in a little more than an hour for the Disbursing Office. The same job, if done by personnel, would take a couple of days.

The department recently assumed the job of printing the NSA

CONTRAST—Pacific Fleet Amphibious Force junk, used to train *Swift* boat crews in proper boarding procedures, compares profiles with *USS New Jersey* (BB 62) as the battleship arrives in San Diego for training.



Vietnamese employees' pay list. Data Processing also provides machine assistance to the Personnel Office, 30th Naval Construction Regiment and the Army.

"We have a need to expand and increase our technical capabilities," said Lieutenant Richard L. Conser, Data Processing Department Officer.

"The demand for supplies has exploded and the volume of some items has doubled."

Twelve Vietnamese, locally trained, and 35 sailors work in the department. To keep stock records up to date and provide their varied services, the department works two 12-hour shifts each day.

Data Processing hopes to upgrade its services, both in quality and quantity. Owing to the workload and expansion possibilities, the department hopes to get a computer.

"We will then be able to expand our services and do cost accounting, statistical work and analysis for Public Works, and give machine support to the Small Craft Repair Facility and the Navy Real Estate Office," LT Conser said.

The Pilots of Da Nang

A century ago, pilots on Mississippi River boats were considered to be a breed apart from lesser men. The Navy's harbor pilots still are. Only the time and place have changed.

Today, the pilots who have one of the tougher jobs are those who guide ships in and out of Da Nang's harbor, which they consider one of the more difficult in the world's roster of tough harbors.

Each day, they battle the river



Navy harbor pilot Chief Quartermaster Joe L. Meltan watches docking tug maneuver a freighter into place.

currents, avoid shoals and underwater obstacles to baby their charges up to the deepwater piers—no easy task, especially during the monsoon season.

The four enlisted pilots at Da Nang all are veteran Navymen. One is a master chief boatswain's mate, the other three are chief petty officers. None was formally trained for his duties. There are, in fact, no Navy schools for harbor pilots. A man gets the feel for piloting a ship only through experience.

The Da Nang pilots have had the experience. Each has spent years as a tugmaster, where he learned to maneuver a ship in and out of a berth any time, any place, and almost under any condition. In Da

Nang, they need this versatility.

To do their job, the Navy pilots exercise the talents of a diplomat, a jockey and a make-do artist.

Diplomacy comes into play the minute the pilot reaches the deck and announces he is ready to get underway any time the captain is ready.

From the moment the conn is relinquished to the pilot until the captain verbally resumes command, the pilot controls the ship—a situation which some COs view with considerable misgiving.

With few exceptions, however, the Da Nang pilots are able to do their job with a minimum of interference.

A harbor pilot might feel like a

Navy harbor pilot Master Chief Boatswain's Mate Jahn Ganzales gives orders to tugboats while docking.

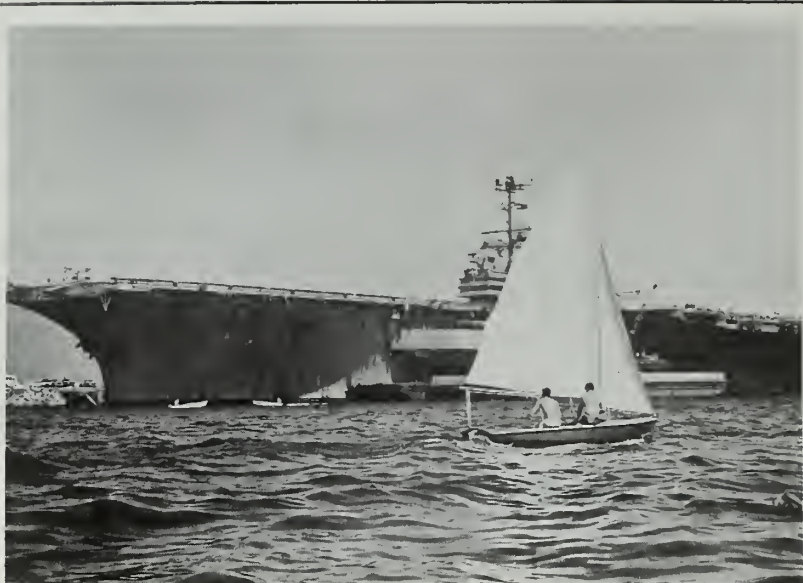


Navy harbor pilot Chief Boatswain's Mate Charles H. Fitzgerald keeps eyes on ships' approach to pier at Da Nang.



Navy harbor pilot Chief Boatswain's Mate Harold W. Hurst talks a large freighter into its pier side berth.





SAILING SAILORS—Navy men pass carrier in Special Services Sailboat.

High Seas Holiday at Subic

When a ship pulls into Subic Bay Naval Base in the Philippines for a short break in Vietnam operations, many of her crew go into town to savor the pleasures of terra firma. Others head for the boat pier to rent a boat for the day.

Subic's Special Services Department owns and operates one of the Navy's largest fleets of pleasure craft. Over 50 boats—motorboats, Lido class sailboats and sea-going fishing cruisers—are available, in addition to skin diving gear.

Subic Bay affords excellent boating and swimming. In many places, the clear water rivals the visibility of fresh-water lakes. There are

countless coral reefs and a great variety of fish and sea shells.

A simple test in small craft operation must be passed before one is allowed to take out a boat. Successfully passing this test qualifies you as a small boat operator. Classes of instruction are available to anyone wishing to learn the fundamentals of sailing.

Once a boat is taken out, the only major restrictions about sailing are that a person stay out of shipping lanes and clear of the flight path at Cubi Point Naval Air Station. Otherwise there is nothing to hinder a boatman's holiday.

—Michael B. Keenan, JO 3, USN

SUBIC BAY Special Services has more than 50 boats available.



jockey when he takes an unfamiliar vessel through treacherous currents and gives orders to a strange crew—a situation similar to a man riding a strange horse in a tough race. A sure hand and a clear head are needed in both situations.

As a make-do artist the Da Nang pilots must cope with sticky situations on commercial ships which sometimes have far too few phone talkers and linehandlers to bring the ship safely to berth.

Any one of the four Navy pilots at Da Nang could be making a substantial salary as a civilian, nevertheless each remains with the Navy and each undoubtedly has good reasons for doing so.

One of the men at Da Nang speculated that the harbor pilots like the varied situations their job offers, and recognized the value of the wide professional background it gave them. After Da Nang, anything would be easy.

Whatever the reason, each pilot admits that he receives substantial satisfaction every time he safely berths a big ship carrying a multi-million-dollar cargo after maneuvering it through treacherous waters which he and his fellow pilots know well.

—Ken Nichols, PHC.

Wifeline Portfolios

Although it is a large organization, the Navy extends a warm welcome to new Navy brides. This is the message the Navy Wifeline Association would like to get across with a portfolio that is to be distributed free to the Navy's connubial newcomers.

The collection of pamphlets contains material describing Naval customs, traditions, and social practices. There is also a simple but comprehensive handbook of information designed to acquaint the reader with the varied aspects of Navy life. Topics include assignments and promotions, privileges and activities for Navy wives, assistance available to the Navy family, sea duty, and overseas tours.

BuPers Instruction 1750.8 provided all ships and stations with more detailed information on the portfolios and on their presentation to Navy brides. Commands may request the portfolios from the Navy Wifeline Association, Building 40, Washington Navy Yard, Wash., D.C. 20390.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **CIVILIAN CLOTHES**— Decisions, decisions. Now, it's what to wear while departing the ship on leave or liberty. Uniform? Civilian clothes?

If you're a senior or master chief petty officer, and serve on board a ship tied up in a U.S. port, you can take your pick. For a while, anyway.

This is the word from CNO in a new directive concerning who may wear civilian clothing on and off the ship. Specifically, effective 1 Jun 1968, master and senior chiefs are authorized to have civilian clothes in their possession on board ships in U.S. ports, and may wear such clothing while:

- Leaving or returning to their ships

- Awaiting transportation after permission to leave the ship has been given

- On authorized leave and liberty

This option on what-to-wear extends at least until 1 Jun 1969. After the one-year trial, commanders of the major Fleets will conduct a survey and make a recommendation to CNO on whether to continue civilian clothes authorization.

OpNav Inst. 1020.2 makes it clear that the privilege of wearing civvies for E-8 and E-9 chiefs while leaving or returning to their ships applies only within the 50 United States.

There is no mention of what type of civilian clothing may be worn,

but the directive does state that dress and personal appearance must be "appropriate to the occasion and uphold naval standards of good taste."

• **VIETNAM CAMPAIGN DESIGNATIONS**—There are now five campaigns for which the Vietnam Service Medal may be awarded to Navymen serving in Vietnam or on board ships in waters designated as part of the combat zone. They are:

- 15 Mar 1962 to 7 Mar 1965—*Vietnam Advisory Campaign.*

- 8 Mar 1965 to 24 Dec 1965—*Vietnam Defense Campaign.*

- 25 Dec 1965 to 30 Jun 1966—*Vietnamese Counteroffensive Campaign.*

- 1 Jul 1966 to 31 May 1967—*Vietnamese Counteroffensive Campaign, Phase II.*

- 1 Jun 1967 to a date to be announced—(no name established).

Individuals who have been awarded the VSM are authorized to wear a bronze star 3/16" in diameter for each of the Vietnam campaigns in which they have participated. Only one star is authorized for each campaign.

Stars may not be worn on the Armed Forces Expeditionary Medal, awarded earlier for Vietnam service, since stars on this medal would indicate an individual had participated in more than one area of operations for which the AFEM was issued, in-

cluding the Lebanon, Taiwan and Cuba crises.

If an individual's service record does not indicate his eligibility to receive the VSM or any number of stars for campaigns he's participated in, he may sign an affidavit similar to the following:

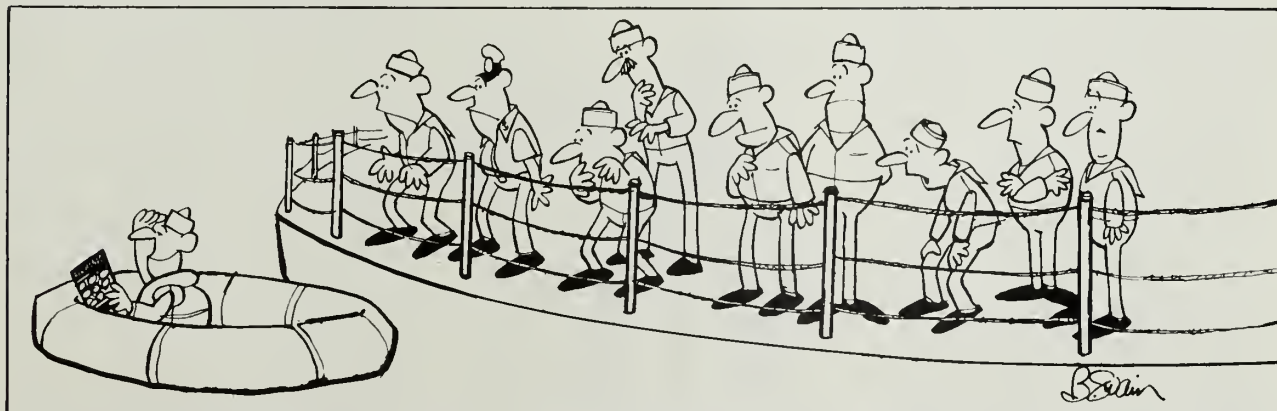
I certify that I served on board the (ship or unit) from (date) to (date) under conditions which established my eligibility for the Vietnam Service Medal with (number) star(s).

• **NEDEP**—Of various paths to a commission, one of the shortest and smoothest at present appears to be the Navy Enlisted Dietetic Education Program (NEDEP). The Bureau of Medicine and Surgery says the chances for commissions in the Medical Service Corps now are excellent for those who qualify.

In general, the program is open to enlisted men and women of all ratings who meet certain age and educational requirements. The latter specifies the NEDEP candidates must have completed at least 32 semester hours of college, including math and science courses, with a grade average of C+ or higher.

Those selected for NEDEP receive up to three years of training (full-time duty under instruction) at an appropriate educational institution. Those who complete the training receive commissions (as Ensign, USNR) Medical Service Corps.

If you're interested in checking further into NEDEP, BuMed encourages you to contact your personnel office for a look at BuPers Inst. 1120.38, which contains all the details. It is noted that applications must reach BuPers between 1 Oct 1968 and 1 Jan 1969.



DON'T GO OVERBOARD with ALL HANDS . . . remember that there are 9 other shipmates waiting to read this issue.

THE BULLETIN BOARD

That Deadline for NESEP Is Rapidly Approaching

IF YOU'RE FEELING poorly because you never made it through college or applied for a commission, you may be suffering from what's known as the NESEP syndrome.

Nobody's sure what the percentage is, but, as almost everybody in the Navy knows, each ship and station has a number of NESEP cases. They're easy to spot.

Most often afflicted are young enlisted men and women who look sharp, act bright and always can be counted on to do exceptionally good work. They are science-minded, like to read and study in their spare time, and want to go to college and get a commission.

The prognosis for recovery, for this year's batch of NESEP cases, appears to be good. BuPers Inst. 1510.69L advises those who suffer from the syndrome to apply for the Navy Enlisted Scientific Education Program, if qualified, before 1 October. Success with NESEP means a college degree and a commission in the Regular Navy.

NESEP helps fill the need for top-notch naval officers and, at the same time, sees to it the officers are formally educated to meet current technological demands. Therefore, NESEP essentially is an investment program. The Navy, by putting the candidate through college, invests in his (or her) potential for service as a commissioned officer.

Twenty-two colleges and universities take part in the program (see box). Purdue, with 200-plus NESEP students on campus each year, is the largest of the Navy's college partners.

Potential for NESEP is determined in the course of application, processing, interviews, recommendations and finally, selection. If you are selected for the program, you receive an uninterrupted education. The maximum is four years of college, including summer sessions.

To determine whether you have the potential and qualifications for NESEP, here's a rundown on the program as outlined in BuPers Inst. 1510.69L. The new directive reflects

a number of changes to the program, including:

- **Clarification on entitlement to VRB.** Payment of a variable reenlistment bonus is not authorized for candidates who extend or reenlist solely for the purpose of meeting NESEP obligated service requirements.

- **Revised age requirements.** As in the past, NESEP candidates must be at least 21 but less than 25 as of 1 July of the year selected. Waiver of the minimum age requirement, permitted in previous years, is no longer allowed. However, waiver of the maximum age may be granted on the basis of one year for each year of previous college credits that can be transferred to the NESEP curriculum.

- **Physical standards.** NESEP candidates now must meet new and more detailed visual requirements (see Physical, below).

- **New schedule for OCS.** Previous NESEP college graduates were required to attend 18 weeks of training at the Officer Candidate School, Newport, R. I., before they received their commission. The OCS course now has been cut to 10 weeks, and the training is to be held during the summer before graduation, which for most candidates means between the junior and senior years. The NESEP

graduate then will receive his commission at the same time he receives his college degree.

Citizenship—You must be a citizen of the United States. If you are a naturalized citizen, or were born abroad, you must obtain a Certificate of Citizenship from the Immigration and Naturalization Service.

Service—You must be enlisted in the Regular Navy, or be a Naval Reservist on active duty. You must have completed at least one year of active duty (not counting service school or other duty in a school environment) before 31 December of the year of application. Requests for waivers on this point are considered for outstanding candidates.

Other Programs—If you have been selected for any other in-service officer procurement program, you are not eligible for NESEP.

Obligated Service—You must have sufficient obligated active service to complete preparatory school (approximately 1 September of the year selected), plus one additional year. You may extend your enlistment to acquire any needed obligated service. But remember, you may not be paid a variable reenlistment bonus if you extend or reenlist solely for the purpose of meeting NESEP obligated service requirements.

Marital Status and Sex—You may be married or single. Waves are eligible to apply for this program.

Rating—You must be E-4 or above, or have been selected for advancement to E-4 as a result of an examination conducted in August of the year of application.

Age—You must have reached your 21st but not your 25th birthday by 1 July of the year selected. Selections are made in February. Waiver of maximum age may be granted on the basis of one year for each year of previous college credits that can be transferred to a NESEP curriculum.

Education—You must be a high school graduate, or must have completed three years of high school and possess a GED equivalent with



"All right, where's the bosun in charge around here?"

a grade in the 75th percentile or above in each of the test areas. High school certificates based on military educational experiences and GED test results are acceptable. Such certificates must be issued by a state department of education. A desirable high school background consists of four units (one year's work) of English, two and one-half to three units of math, and two or three units in physics, chemistry or biology.

Basic Battery—You must have a combined GCT/ARI score of 115 or higher. Waiver of this requirement will not be considered. (However, you may be able to be re-examined on the basic test battery if your present scores are too low for NESEP qualification. BuPers Inst. 1220.6 series contains information with regard to BTB reexamination.)

Physical—You must meet the physical standards prescribed for officer candidates in Chapter 15, *Manual of the Medical Department*. Requirements include unaided visual acuity of no less than 49 percent Binocular Visual Efficiency (BVE), correctable to 100% each eye. There must be no organic or progressive disease of the eyes; excessive refractive error is also disqualifying. Waivers of physical defects will not be considered. You must not be subject to chronic air, car or sea motion sickness, and must make a statement to this effect in your report of medical history and letter of application. The Chief of Naval Personnel must be informed of any major change in your physical status which occurs after you apply for NESEP.

Disciplinary—You should have no record of conviction by court-martial or civil court for other than minor traffic violations. However, your CO may process your NESEP application, even though you may have had minor civil arrests or minor violations of UCMJ which resulted in conviction by a summary court-martial. This depends on how outstanding a NESEP candidate your CO thinks you are. In any event, you must have a clear record, except for minor traffic offenses, during the two years preceding 1 July of the year you apply.

Recommendation—Your CO must recommend you specifically for

NESEP. This will be based on such factors as your patriotism, sense of duty, conduct and financial responsibility. You must meet the highest standards of character expected of a naval officer.

If you meet the general qualifications, you could be on your way to a NESEP education.

The program is highly selective. Its success is measured in terms of candidate quality. This may be judged on the basis of academic achievement, native intelligence and aptitude, and individual maturity and drive. And, staying in school once you're there is a full-time job. The Navy enforces its academic standards. Unacceptable conduct, or evidence of "just getting by," could mean disenrollment from NESEP and return to the Fleet.

Indications of your academic ability are reflected in your service school credits and what you've accomplished with off-duty study and correspondence courses. If you have a good record in this regard, you've pretty well indicated your ability and motivation for educational improvement.

If at this point you've decided to push on with a NESEP application, follow the format prescribed in BuPers Inst. 1510.69L. And remember, your letter must be submitted in time to reach the Chief of Naval Personnel no later than 1 October.

It is emphasized that your application be complete, concise and accurate in every detail. Preparation is a joint responsibility between you

and your command. It must include: handwritten statement by you; Report of Medical Examination; medical history; Statement of Personal History; Armed Forces Security Questionnaire; transcripts or signed copies of requests for transcripts; and evidence of U.S. citizenship if you were born outside the United States.

Your academic transcripts, high school or college, must accompany your application or be forwarded directly to the Chief of Naval Personnel by your old school (before the 1 October deadline). Transcripts must contain grades in addition to credits earned.

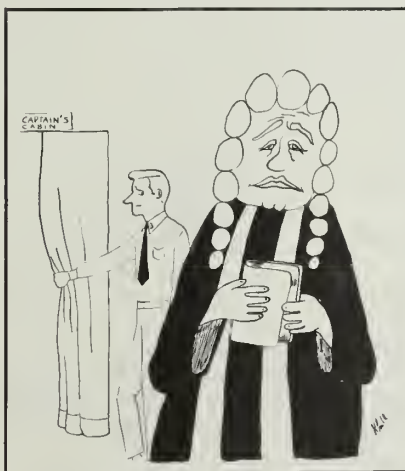
Note that virtually all universities disqualify students who attempt to conceal their past academic records. Therefore, it is mandatory that transcripts be obtained for all periods of attendance in secondary and higher level schools. If you have ever been disenrolled, suspended or placed on probation, or have ever withdrawn from college, you should also obtain a statement from the school concerned stating that you are eligible for readmission.

A one-page, handwritten statement, personally composed by you, should give the reasons why you wish to participate in NESEP and become an officer. If you attended college previously, you should include in the statement your reasons for leaving. If your record includes any significant civil or military conviction, you should make a statement with regard to the circumstances.

Also indicate in your application any desires for special programs such as flight training, submarine training or nuclear power training. (The new NESEP directive points out that a growing need exists for officers trained in naval nuclear propulsion. Well qualified NESEP selectees will be given the opportunity to apply for such training before they enroll in college.)

Details with regard to requirements for security clearance should be followed to the letter, as described in the NESEP directive.

Your commanding officer will appoint a board of three officers to interview you and other NESEP



"Captain, the . . . uh . . . legal yeoman has reported aboard."

applicants. The command board appraisal of you is considered highly important by the Chief of Naval Personnel.

Be sure you're honest with the board so that it can come up with a fair and accurate evaluation. Non-committal comments or remarks that are inconsistent with your past evaluation or career potential may have an adverse effect when it's time for final NESEP selections.

Your CO may wish to interview you personally. His recommendation will be in the form of an endorsement to your letter of application, and probably will contain his analysis of your personality and observable traits.

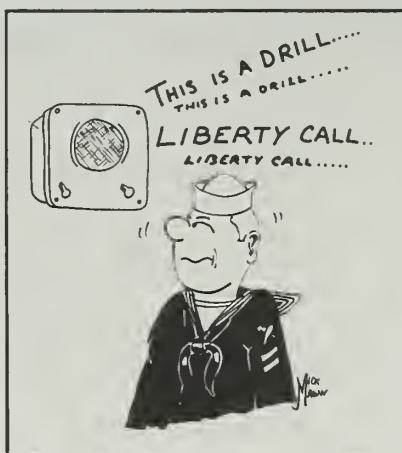
After You've Applied

Between 1 August and 1 October, your command will request NESEP examinations from the Naval Examining Center. The exam is administered Navywide on the second Monday in November. (If the second Monday falls on a national holiday, the tests are conducted the following day.)

There are no "pass" or "fail" lines drawn for NESEP exams. Your test is returned to the Naval Examining Center for grading, and receives a relative standing among all other NESEP exams taken for that year's program.

During January and February, a selection board convened by the Chief of Naval Personnel considers the applications of all qualified NESEP candidates. Those found to be the best qualified are designated "provisionally selected." The names

Ernest M. Mown, Jr., CTC, USN



are published in a BuPers Notice 1510 during March.

Provisional selectees are again screened before ordered to the summer preparatory session. This further screening takes the form of a Scholastic Aptitude Test (SAT), issued by the College Entrance Examination Board. The SAT helps determine your admissibility to a NESEP school. If you do not score sufficiently well, your status as a provisionally selected NESEP candidate is ended.

After you have overcome the SAT hurdle, you are issued orders to the Service School Command at NTC Bainbridge or NTC San Diego. You report in early June for approximately nine weeks of instruction. At this point you must have sufficient obligated service to complete at least one year of active duty following prep school.

Prep school involves refresher training in math, physics and Eng-

lish, and orientation in college academic requirements. You also receive additional medical checks, with emphasis on your vision.

After an interview (during which you may state your preferences), you are tentatively assigned a major field of study at one of the 22 NESEP universities.

Only after you finish prep school and are accepted by a college are you finally considered selected for NESEP and designated as a NESEP officer candidate. If you attended college previously, you might be able to enroll with advanced standing. This depends on whether your new college will accept the credits from the old school, and whether the credits apply to your prescribed course of study.

At this point you become increasingly aware of minimum required service factors. Before you are detached from prep school, you are discharged and reenlisted in the Regular Navy for six years. Or, if you had shipped for six during the preceding two years, you could extend your enlistment to acquire the necessary six years' obligated service. After your second year of college, you must agree to extend for two additional years, thus retaining a six-year obligation.

Before you enroll in college, you must sign an agreement to accept a Regular Navy commission if offered. Once you're an officer, you must serve on active duty for at least nine months for each six months, or fraction thereof, of education. In no case will your active duty minimum service requirement be for less than four years. Your education is computed from date of reporting to prep school until the date of your commission.

In any event, your NESEP education will not exceed four consecutive years, and counts as normal shore duty.

With the service obligations in mind, the next step is to go to school to commence studies at the start of the fall term.

As a NESEP student, you are entitled to all the rights and benefits that accompany a Navy career. You draw the same pay and allowances as others in your rating, minus, of course, such special pay as sea pay or hazardous duty pay.

Here's the List of NESEP Universities

Here are the NESEP schools listed in BuPers Inst. 1510.69 series:

Auburn University Auburn, Ala.	Miami University Oxford, Ohio	University of Oklahoma Norman, Okla.
University of Colorado Boulder, Colo.	University of Mississippi University, Miss.	Pennsylvania State University University Park, Pa.
University of Idaho Moscow, Idaho	University of Missouri Columbia, Mo.	Purdue University West Lafayette, Ind.
University of Kansas Lawrence, Kans.	University of Nebraska Lincoln, Neb.	Stonford University Stanford, Calif.
University of Louisville Louisville, Ky.	University of New Mexico Albuquerque, N. M.	University of Texas Austin, Tex.
Morquette University Milwaukee, Wis.	University of North Carolina Chapel Hill, N. C.	University of Utah Salt Lake City, Utah
Massachusetts Institute of Technology Cambridge, Mass.	North Carolina State University Raleigh, N. C.	Vanderbilt University Nashville, Tenn.
		University of Washington Seattle, Wash.

NROTC units located at each of the NESEP schools handle personnel, administrative and pay matters. Although designated an Officer Candidate, you maintain an enlisted status until you finish school and receive a commission, but are eligible for advancement in rating under established procedures. You are not eligible for other in-service officer procurement programs.

You attend regular classroom sessions and summer sessions. You are granted annual leave during academic holidays.

NESEP students customarily wear their Navy officer candidate uniforms to school one day each week. The guideline here is that the Chief of Naval Personnel encourages the NESEPs to blend in with a primarily civilian atmosphere, but that the Navy uniform should be shown periodically.

Once each year you are given a medical exam to reaffirm your fitness. During your final year at school, and within one year of your planned commissioning date, you receive a final physical exam to confirm your physical qualifications.

You could be dropped from NESEP at any time for unsatisfactory academic performance, physical disqualification, or for other reasons of unsuitability. Should you be disenrolled, you would be made available for duty in the pay grade and rating you hold at the time. You would be required to complete the term of your enlistment, including any agreements to extend.

NESEP dropouts have occurred. However, if you're good enough to get into the program, chances are you'll be part of a NESEP success story if you study hard and conduct yourself in a manner expected of future naval officers.

The last step in NESEP—your commission—is the payoff. NESEP graduates are commissioned primarily in the unrestricted line of the Regular Navy. Exceptions to this occur only occasionally; a restricted line commission calls for a master's degree and two years at sea in an enlisted status, plus other requirements. However, in virtually all cases, NESEP students who make the grade are assigned three or four years of sea duty as unrestricted

Engineering, Science, Math

These are the major college courses available under NESEP:

Engineering

Aeronautical, Chemical, Electrical, Mechanical, Metallurgical, Engineering Physics, Engineering Science and Nuclear Engineering.

Science

Physics, Nuclear Physics, Chemistry, Meteorology, Oceanography and Metallurgy.

Mathematics

Mathematics, Computer Science, Systems Analysis.

line officers, 1100 designator.

BuPers Inst. 1510.69L contains full details on NESEP, including specific instructions on how to apply.

More College Training Offered Flight Students

A supplementary educational program for basic flight trainees of the Naval Air Training Command at Pensacola will start this fall at the University of West Florida.

Designed to strengthen the overall performance of Navy pilots, the program leads to a master of science degree in aeronautical systems for the successful candidate.

Flight training requires approximately 18 months to complete: 12 months in basic training in the Pensacola area, followed by six months of advanced training in the Corpus Christi area.

The new educational program will not affect this training period, and

the flight instruction required during basic and advanced training will remain essentially the same.

A four-quarter program, the first three are to be completed during basic flight training and the fourth during advanced flight training.

Thirty students per quarter will be chosen for an eventual total of 120 students participating in all four quarters. They will attend half-day classes for a total of 15 hours per week of academic training.

Graduate courses to be offered include the nature and performance of aircraft; human being and aircraft environment; man, machine and communications; sensors, detection and weapons; and operations and systems analysis.

Those eligible will come from the upper level of flight trainees. The principal criterion in the selection of students will be academic qualifications.

Candidates must have an undergraduate major in engineering, mathematics or physical science, which includes a minimum of mathematics through differential equations. However, the same basic university entrance requirements for graduate admission to the University of West Florida must be met.

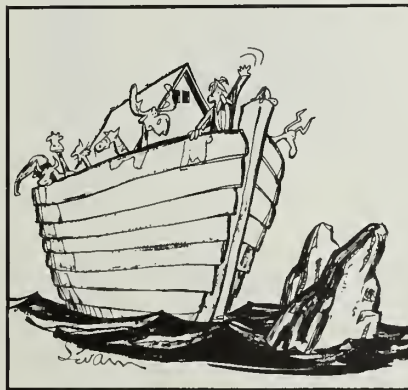
Similar programs are being studied by other universities.

Allotments for Dependents

If you are in pay grade E-4 with more than four years' service, or higher, you don't have to register an allotment for your family. But don't leave your family defenseless against financial difficulties by failing to send enough money home.

BuPers Notice 1620 of 25 Jun 1968 points out that some Navy-men do not register allotments to their dependents, or register them in small amounts with the idea that they will send supplemental funds by money order each month. Too often, the extra funds are not sent, or are sent in quantities smaller than was originally intended. This leaves the wives with insufficient cash on hand to meet financial obligations.

Even if you are not required to register an allotment for your dependents, keep in mind that it is the least painful way to meet your financial responsibilities.



"All back two-thirds!"

Temporary Officers May Compete for Berth in E-8, E-9 Enlisted Grades

Former chief and senior chief petty officers who hold temporary officer rank may now participate in E-8 and E-9 advancement exams, as appropriate, in their permanent enlisted ratings. Those who are heading for the Fleet Reserve may be advanced to E-8 or E-9 without taking the exams.

This, in essence, was the word passed to temporary officers in BuPers Notice 1418 (26 Apr 1968). It means that those who found their enlisted careers at a standstill may now advance to senior and master chief petty officer and, accordingly, draw the higher pay upon reversion to enlisted status.

As outlined in the BuPers notice, the new rules were effective as of 1 May 1968 and apply to temporary officers who serve on active duty in two general categories:

- Before transfer to the Fleet Reserve or Retired List. Temporary officers who served at least three years in pay grade E-7, and have minimum total service of 11 years, may take the E-8 exams. Those who served at least two years in pay grade E-8, and have minimum total service of 13 years, may take the E-9 exams.

Any examination under the procedure must be in the candidate's normal path of advancement. In effect, those who pass the exams may be advanced automatically (screening by a selection board is not required).

The tests must be administered on the same day as regularly scheduled Navy-wide exams for E-8 and E-9, but in spaces separate from the regular enlisted exam takers.

The Naval Examining Center will issue the advancement authority for those who pass. The effective date of the advancements is the same date as the one specified for those in the first increment of the normal promotion cycle.

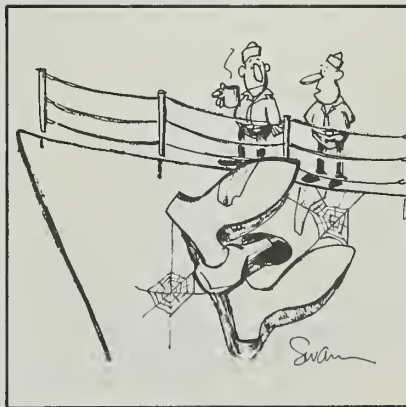
For eligibility, those who are authorized for advancement and later revert to an active duty enlisted status must meet the obligated service requirements as of the effective date of advancement. Time served in a dual officer/enlisted status may be credited.

- Upon Transfer to the Fleet Reserve. Temporary officers in grades O-2 and W-2 who served at least three years in pay grade E-7 and have minimum total service of 11 years may request advancement to E-8 without taking the E-8 exams. Those in grades O-3 and W-3 who served at least two years in pay grade E-8 and have minimum total service of 13 years may request advancement to E-9, also without taking the exams. Again, time served in the dual officer/enlisted status may be counted when computing eligibility.

Temporary officers O-3 and W-3 who have permanent enlisted grades of E-7 will be considered for advancement to E-9, provided they have completed two years' constructive time in pay grade E-8. In other words, the jump from E-7 to E-9 requires a total of five years in grade E-7.

Requests for the no-exam advancements should be addressed to the Chief of Naval Personnel (Pers-B223), via channels, 60 days before the approved date of transfer to the Fleet Reserve. It is emphasized that temporary officers who are not eligible for transfer to the Fleet Reserve should not apply for advancement under this portion of the program.

A BuPers board considers requests on a non-competitive basis, and candidates are informed of the results before they leave active duty. However, each candidate's CO has the final say about the advancement; if the CO approves, the advancement becomes effective on the date of transfer to the Fleet Reserve.



"How often do we pull into port?"

The new directive makes it clear that none of the eligibility requirements can be waived, nor can any advancement under the program be made on a retroactive basis.

Procedures for ordering exams, plus other administrative details, are described in BuPers Notice 1418 (26 Apr 1968).

Three States Offer Bonus, Survivor Assistance to Veterans of Vietnam

Two states, Illinois and Louisiana, have enacted laws which provide for a bonus to Vietnam veterans and financial benefits to their survivors.

A third state, Connecticut, has also enacted a bonus law for active duty servicemen and veterans of the military services. This law, however, does not require Vietnam service.

Here is a brief rundown on the amount of the bonus being paid in each state and the eligibility requirements which must be met before veterans can collect the money due them.

Illinois law provides a \$100 bonus for veterans who served on active duty after 1 Jan 1961 and who received the Vietnam Service Medal.

The state also provides a \$1000 death benefit for the beneficiary of a serviceman who was killed in Vietnam or who died from Vietnam service-connected causes.

The law requires that for both the bonus and survivor benefits, the veteran must have lived in Illinois for at least 12 months immediately before he entered military service.

Application for the bonus or the death benefit may be made to the Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Ill. 62705.

Louisiana provides a bonus for its citizens who served on active duty in the Vietnam combat area between 1 Jul 1958 and a future date when the Vietnam campaign ends.

Veterans are entitled to a bonus of \$250 while a \$1000 death benefit will be paid to the survivor of a serviceman who was killed in Vietnam. However, actual payment

Although application forms for bonuses and death benefits are not yet available, inquiries from servicemen and survivors are being kept on file at Baton Rouge. When application forms are available, they will be mailed to the address on record.

Connecticut has a law which differs from the others in that Vietnam service is not required to establish eligibility.

Those who served on active duty for at least 90 days after 1 Jan 1964 are entitled to \$10 for each month of service up to a maximum of 30 months or \$300.

Honorably discharged Navymen may file for whatever bonus their service entitles them and their application must be accompanied by their original Release from Active Duty (Form DD 214).

Connecticut has an application form which can be obtained from most town clerks, veterans organizations and the Vietnam Bonus Division, State Treasurer's Office. 15

Completed applications should be mailed to the latter address and should be accompanied by the applicant's original discharge or the original Form DD 214.

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Grand Prix (WS) (C): Action
Drama; James Garner, Eva Marie
Saint.

The Birds, the Bees and the Italians: Comedy; Virna Lisi, Gastone Moschin.

Dangerous Days of Kiowa Jones
(C): Western; Robert Horton, Diane Baker.

The Viking Queen (C): Melodrama; Don Murray, Carita.

Rotation Time for a New Group: Seavey Segment C-68

THIS IS THE TIME when thousands of Navy men start making plans for moving ashore. They are the ones who have been on sea duty before the latest cutoff date in Seavey Segment C-68 was established for their rate and rating.

Those whose sea duty commencement dates appear in the current Seavey, and who meet all the eligibility requirements for a tour ashore may look forward to a transfer to the beach some time between February and May of next year.

As in previous Seaveys, you are eligible for shore duty if you:

- Began a continuous tour of sea duty on or before the month and year specified for your rate and rating as listed below.

- Were "on board for duty" at your present command on 1 Jul 1968, the effective date of Seavey Segment C-68.

- Are obligated to serve on active duty until January 1971 or later.

Should you be serving on toured sea duty or on overseas shore duty which counts as sea time for rotation, you must have a tour completion date which falls within the transfer months of the current Seavey segment. In other words, between February and May 1969.

In addition, you must have commenced your present tour of preferred overseas shore duty before 1 Jul 1966 and have a SDCD before the date published in Seavey Segment A-66 (ALL HANDS, February 1966, issue).

One point emphasized by BuPers Notice 1306 (12 Jul 1968), which announced the new segment of cutoff dates, was once you receive orders to shore duty, only the "most unusual circumstances" will cancel them.

On the other hand, you can help to receive your orders as quickly as possible by indicating on your rotation data card shore duty choices both in the continental U. S. and overseas. This gives the placement officer a better chance of sending you where you want to go.

Be sure, however, to indicate in block 11 of your rotation card if you absolutely *do not* want overseas service, which counts as shore duty for rotation purposes. In such event, you can be reasonably assured that you will not receive an overseas assignment unless, of course, there develops some urgent requirement which cannot be filled by any other person. Don't be discouraged if there is a delay in receiving your orders

when you indicate no desire for overseas assignment. Chances are the placement desk is having some difficulty in placing you in CONUS.

Be informed, also, that should you request an assignment to overseas shore duty which counts as sea duty for rotation purposes, there might be a chance that you'll receive an unaccompanied tour—no dependents—because family accommodations are either unavailable or insufficient. This is why it is wise to study your selection of shore duty choices carefully.

Two other points regarding the new Seavey segment:

- If you hold a primary Navy Enlisted Classification which is undergoing conversion (XX99), Seavey considers you to be in the rating to which you are converting.

- A promotion in rate after 1 Jul 1968 will not affect your Seavey eligibility cutoff date. However, if you are reduced in rate, your sea duty commencement date will correspond with the rate to which you are reduced.

Now, the list of rates and ratings with corresponding sea duty commencement cutoff dates for Seavey Segment C-68 follows:

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
BMC	NOV 64	STS2	DEC 64	FTGC	JAN 65	ETC	NOV 66	RM1	MAY 65	DK3	FEB 67
BM1	DEC 62	STS3	DEC 64	FTG1	MAR 64	ET1	JUL 66	RM2	MAY 65	DKSN	FEB 67
BM2	MAR 62	STSSN	DEC 64	FTG2	JAN 64	ETN2	APR 66	RM3	MAY 65		
BM3	MAR 64			FTG3	FEB 64	ETN3	OCT 66	RMSN	MAY 65	CSC	DEC 63
BMSN	MAR 64	TMC	JUN 66	FTGSN	FEB 64	ETNSN	OCT 66			CS1	DEC 63
		TM1	OCT 64			ETR2	MAR 66	YNC	FEB 67	CS2	AUG 65
QMC	OCT 62	TM2	DEC 63	FTMC	OCT 66	ETR3	NOV 65	YN1	FEB 67	CS3	SEP 66
QM1	JAN 62	TM3	NOV 65	FTM1	DEC 64	ETRSN	NOV 65	YN2	FEB 67	CSSN	SEP 66
QM2	MAY 64	TMSN	NOV 65	FTM2	OCT 63			YN3	FEB 67		
QM3	FEB 65			FTM3	OCT 63			YNSN	FEB 67	SHC	SEP 65
QMSN	FEB 65	GMMC	JAN 66	FTMSN	OCT 63	DSC	OCT 66			SH1	JUL 62
		GMM1	AUG 64			DS1	OCT 66	CYN3	SEP 65	SH2	APR 62
SMC	DEC 65	GMM2	JUN 64	FTBC	JUL 65	DS2	JUN 66	CYNSN	SEP 65	SH3	APR 62
SM1	JUL 60	GMM3	JAN 64	FTB1	JUL 65	DS3	JUN 66			SHSN	APR 62
SM2	AUG 61	GMMSN	JAN 64	FTB2	JUL 64	DSSN	JUN 66	PNC	FEB 67	JOC	FEB 67
SM3	JUN 61			FTB3	JUL 62			PN1	NOV 66	JO1	FEB 67
SMSN	JUN 61	GMTC	OCT 66	FTBSN	JUL 62	IMC	MAY 65	PN2	OCT 66	JO2	FEB 67
		GMT1	OCT 66			IM1	MAY 64	PN3	DEC 66	JO3	FEB 67
RDC	FEB 64	GMT2	OCT 66	MTC	JUN 65	IM2	MAY 64	PNSN	DEC 66	JOSN	FEB 67
RD1	MAR 62	GMT3	JUL 66	MT1	JUN 65	IM3	OCT 62				
RD2	MAR 62	GMTSN	JUL 66	MT2	JUN 65	IMSN	OCT 62	SKC	AUG 64	PCC	JAN 66
RD3	NOV 64			MT3	SEP 63			SK1	NOV 63	PC1	JAN 65
RDSN	NOV 64	GMGC	JUN 64	MTSN	SEP 64	OMC	JUL 64	SK2	AUG 65	PC2	MAR 64
		GMG1	APR 61			OM1	NOV 64	SK3	JUL 66	PC3	APR 65
STC	OCT 64	GMG2	JUL 61	MNC	JUL 66	OM2	JUN 65	SKSN	JUL 66	PCSN	APR 65
ST1	DEC 63	GMG3	AUG 61	MN1	JUL 66	OM3	JUL 64				
STG2	DEC 64	GMGSN	AUG 61	MN2	JUL 66	OMSN	JUL 64	DKC	NOV 66	LIC	FEB 67
STG3	DEC 64			MN3	JUL 66			DK1	JAN 64	LI1	AUG 65
STGSN	DEC 64	NEC 5332	APR 64	MNSN	JUL 66	RMC	MAY 65	DK2	OCT 66	LI2	AUG 66

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
LI3	FEB 67	IC1	SEP 61	EOC	OCT 65	AT1	NOV 66	ABH2	JUN 65	AZ3	JAN 66
LI5N	FEB 67	IC2	APR 64	EO1	OCT 65	ATR2	APR 66	ABH3	JUN 65	AZAN	JAN 66
		IC3	OCT 64	EO2	OCT 65	ATR3	NOV 65	ABHAN	JUN 65		
DMC	FEB 68	ICFN	OCT 64	EO3	OCT 65	ATRAN	NOV 65			A5C	JUN 66
DM1	FEB 68			EOCN	OCT 65	ATN2	MAY 66	AEC	NOV 66	A51	JUN 66
DM2	FEB 68	SFC	FEB 62			ATN3	NOV 65	AE1	SEP 66	A5E2	JUN 66
DM3	FEB 68	5F1	FEB 62	CMC	AUG 65	ATNAN	NOV 65	AE2	AUG 66	A5E3	JAN 66
DM5N	FEB 68	5FM2	AUG 64	CM1	AUG 65			AE3	MAR 66	A5EAN	JAN 66
		5FM3	OCT 65	CM2	AUG 65	AXC	JUN 65	AEAN	MAR 66	A5H2	JUN 66
MMC	OCT 62	5FMFN	OCT 65	CM3	AUG 65	AX1	MAY 65			A5H3	JAN 66
MM1	MAR 61	5FP2	AUG 64	CMCN	AUG 65	AX2	OCT 64	AM5C	AUG 65	A5HAN	JAN 66
MM2	JUL 64	5FP3	OCT 65			AX3	OCT 64	AM51	AUG 65	A5M2	JUN 66
MM3	DEC 61	5FPFN	OCT 65	BUC	SEP 65	AXAN	OCT 64	AM52	AUG 65	ASM3	JAN 66
MMFN	DEC 61			BU1	SEP 65			AM53	APR 66	A5MAN	JAN 66
		DCC	FEB 66	BU2	SEP 65	AOC	FEB 66	AMSAN	APR 66		
ENC	AUG 63	DC1	DEC 62	BU3	SEP 65	AO1	MAY 66			PHC	SEP 66
EN1	NOV 61	DC2	JAN 65	BUCN	SEP 65	AO2	JAN 66	AMHC	APR 67	PH1	APR 66
EN2	MAR 65	DC3	SEP 65			AO3	DEC 65	AMH1	MAY 66	PH2	APR 66
EN3	JAN 66	DCFN	SEP 65	SWC	DEC 64	AOAN	DEC 65	AMH2	JUN 66	PH3	APR 66
ENFN	JAN 66			SW1	DEC 64			AMH3	MAY 66	PHAN	APR 66
		PMC	SEP 63	SW2	DEC 64	AQC	JUL 66	AMHAN	MAY 66		
MRC	JAN 65	PM1	SEP 62	SW3	DEC 64	AQ1	AUG 65			PTC	MAY 66
MR1	JAN 65	PM2	SEP 62	SWCN	DEC 64	AQB2	JUL 66	AMEC	DEC 65	PT1	APR 66
MR2	JAN 65	PM3	MAY 62			AQB3	OCT 65	AME1	FEB 66	PT2	JUN 66
MR3	JAN 65	PMFN	MAY 62	UTC	DEC 64	AQBAN	OCT 65	AME2	DEC 65	PT3	JUN 66
MRFN	JAN 65			UT1	DEC 64	AQF2	NOV 66	AME3	DEC 65	PTAN	JUN 66
		MLC	DEC 63	UT2	DEC 64	AQF3	JAN 66	AMEAN	DEC 65		
BTC	APR 63	ML1	FEB 63	UT3	DEC 64	AQFAN	JAN 66			HMC	JUN 66
BT1	SEP 61	ML2	FEB 63	UTCN	DEC 64			PRC	JUN 66	HM1	JUN 66
BT2	DEC 62	ML3	FEB 63			ABEC	DEC 65	PR1	APR 66	HM2	JUN 66
BT3	JAN 61	MLFN	FEB 63	ADRC	OCT 66	ABE1	JUL 65	PR2	JUN 66	HM3	FEB 67
BTFN	JAN 61			ADR1	OCT 66	ABE2	JUN 64	PR3	DEC 65	HN	FEB 67
		EAC	AUG 66	ADR2	OCT 66	ABE3	DEC 65	PRAN	DEC 65		
BRC	SEP 65	EA1	AUG 66	ADR3	MAY 66	ABEAN	DEC 65			DTC	FEB 67
BR1	AUG 63	EA2	AUG 66	ADRAN	MAY 66			AKC	OCT 66	DT1	NOV 66
		EA3	AUG 66			ABFC	JAN 66	AK1	OCT 66	DT2	FEB 67
EMC	FEB 62	EACN	AUG 66	ADJC	MAY 65	ABF1	JAN 66	AK2	JUL 66	DT3	FEB 67
EM1	JAN 61			ADJ1	FEB 65	ABF2	JAN 66	AK3	FEB 67	DN	FEB 67
EM2	NOV 64	CEC	DEC 63	ADJ2	FEB 65	ABF3	OCT 65	AKAN	FEB 67	SDC	MAR 66
EM3	JUL 64	CE1	DEC 63	ADJ3	DEC 65	ABFAN	OCT 65			SD1	JAN 64
EMFN	JUL 64	CE2	DEC 63	ADJAN	DEC 65			AZC	JAN 66	SD2	OCT 63
		CE3	DEC 65			ABHC	JAN 67	AZ1	JAN 66	SD3	AUG 64
ICC	OCT 66	CECN	DEC 63	ATC	NOV 66	ABH1	DEC 65	AZ2	JAN 66	TN	AUG 64

Correspondence Courses

Eight revised correspondence courses—four for enlisted men, two for officers and two for both officer and enlisted personnel—and one new correspondence course for officers are now available from the Navy Correspondence Course Center, Scotia, N. Y.

Enlisted correspondence courses are administered, in most cases, by your local command. If you are on active duty, your division officer will advise you whether the course for which you apply is suitable.

If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command.

If you are on inactive duty, the Center will administer the course.

Here are the courses for enlisted men:

Hospital Corpsman 1 & C (NavPers 91671-2); supersedes 91671-1A.

Aerographer's Mate 3 & 2 (NavPers 91664-2A); supersedes 91664-2.

Aircrew Survival Equipmentman 3 & 2 (NavPers 91639-1C); supersedes 91639-1B.



"I think they're gaining on us, Captain."

Aviation Boatswain's Mate H 1 & C (NavPers 91638-1A); supersedes 91638-1.

The new officer's course is *Amphibious Operation* (NavPers 10512). The revised officer courses are:

Avionics Systems (NavPers 10757-A), which replaces 10757-1 and is classified Confidential.

Office of the Judge Advocate General (NavPers 10723-1); supersedes 10723.

Courses available for both officers and enlisted personnel are:

Naval Electronics, Part 1A (NavPers 10445-A) which replaces 10445.

Naval Electronics, Part 1B (NavPers 10437) which replaces 10445.

With the exception of the Avionics Systems course for officers, which is classified Confidential, all other courses are unclassified.

Answering the Call of the Antarctic? Better Hurry

A FEW NAVY MEN shiver (or is it shudder?) when they learn it's time for Operation Deep Freeze. However, almost all Navymen, particularly those who have been there, agree that Antarctica presents a challenging assignment. The Navy calls it an incomparable adventure.

What is Deep Freeze duty really like? Now's your chance to find out, provided, of course, you qualify. BuPers Notice 1300 (3 Jun 1968) spells out the personnel requirements for Operation Deep Freeze 70, scheduled to deploy to Antarctica late next year.

The deadline for application is 15 September of this year, which means time is running out. If you're interested, here's a summary of the BuPers Notice:

Only topnotch Navymen who are physically fit and highly qualified in their professional fields and rating skills will be considered for assignment to Deep Freeze 70.

The best qualified of those who volunteer will be selected late this year for deployment about September 1969. Those selected for the Detachment Alfa wintering - over party will remain in Antarctica until November 1970.

Officers with grades and desig-

nators as follows are required for the wintering-over party:

13XX CDR (Commanding Officer)
153X/13XX/66SX LT (meteorological experience)
13XX/661X LCDR and below (GCA or CIC experience)
110X/601X LT and below (communications experience)
210X LCDR or LT (including flight surgeon; previous surgical experience and active duty desired)
220X LT
310X/370X LT and below
410X LT
510X/570 LT and below
6XXX LT and below
798X
849X

Enlisted men in the following general ratings are required for the wintering-over party:

ET/ETR; RM; YN; PN; SK; DK; CS; SH; SN; BT; EN; EM; IC; MR; SF; DC; BU; CE; CM; EA; EO; SW; UT; CN; ABF; AG; AC; PH; AN; HM; DT.

In addition to the above general ratings, volunteers with the following specific qualifications are desired:

ET/ETN/ETR—NEC ET-1577
CS—"B" School graduates
RM—NEC RM-2303 and 2342
SH—NEC SH-3112, 3122 and 3154
UT—NEC UT-6117
ABF—NEC AB-7022
AG—"B" School graduates
HM—NEC HM-8405, 8417, 8442 and 8483
DT—NEC DT-8703

Deep Freeze personnel requirements also call for 30 officers and 120 enlisted men for assignment to Air Development Squadron Six (VX 6). From among those selected, three of the officers (13XX) and approximately 15 of the enlisted men will be assigned to a VX 6 wintering-over party. The remainder will be retained by the squadron for duty involving two full summer support deployments with Operations Deep Freeze 70 and 71 (September 1969 through March 1970 and September 1970 through March 1971).

Here are the VX 6 personnel requirements:

Officer

131X CDR and below (experience in C-121, H-34 or C-130)
132X LCDR and below (experienced aerial navigators)

31XX LCDR and below
620X LT/LTJG
663X LT and below
711X
741X
761X
831X
680X LT/LTJG
685X CDR and below

Enlisted

BM; RM; YN; CYN; PN; DK; CS; JO; PC; SH (NEC SH-3154); SN; AFCEM; AD; ADR; ADJ; AT; ATN; ATR; AB; ABH; AE; AM; AMS; AMH; AME; PR; AS; ASE; ASM; ASH; AK; AZ; PH; AN; HM; DT; SD; TN.

Any Further Question on the Subject of Oceans?

If you want to read something on oceanography and have fun doing it, buy a 120-page volume called *Questions About the Oceans*.

The volume contains 100 questions and answers which will probably tell you several things you have wondered about but never quite got around to looking up.

For example, if you have ever wondered what the capacity of the oceans is, you will find that reliable sources place it at about 328 million cubic miles.

The book even mentions the legendary lost continent of Atlantis, citing ancient references to such a land which, after conquering most of the world, sank beneath the sea.

For those who scoff at such a possibility, the book cites the existence of such cities as Herculaneum, Troy and Pompeii which also were

once the subject of legends. It reminds us that mythology is history seen through the eyes of the intellectually immature.

Other questions and answers in the book deal with information which may be useful in feeding the earth's rapidly expanding population.

Efforts to mine the sea for diamonds and gold are also covered as are the possibilities of harnessing the tides to produce electrical power.

The book, which is written in very readable English, was recently published by the U.S. Naval Oceanographic Office and is for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price for the paperback edition is 55 cents.

Any volunteer must have served at least one year on board his present command before he can be transferred to Deep Freeze. Those on arduous and preferred sea duty must have served two years on board their present commands, unless earlier transfer is recommended by cognizant COs.

Applicants for the Detachment Alfa wintering-over party must have obligated service to December 1970. Those who apply for VX 6 must be obligated to serve until April 1971 or later. (Those with insufficient obligated service may acquire it by executing conditional agreements to extend. This must be done before the applications are submitted.)

Reservists who have insufficient obligated service, and men who are eligible for transfer to the Fleet Reserve, may execute agreements

to remain on active duty, or, in approximate situations, may agree to extend their enlistments. In both cases, the agreements must be executed before the applications are submitted.

Deep Freeze volunteers must have clear records, and must be recommended by their COs. Any history of disciplinary, domestic or indebtedness problems will disqualify an applicant.

Physical standards for Deep Freeze candidates are specified in the *Manual of the Medical Department*. BuPers Notice 1300 states that in this regard, the objective is to select men who not only are physically qualified, but also are temperamentally adaptable to the rigorous conditions of the Antarctic. Those who are likely to require repeated or prolonged medical attention will be weeded out and told to forget about Deep Freeze.

Requirements for security clearance apply to VX 6 candidates in RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ ratings. Details on the clearance are contained in the Deep Freeze Notice.

As stated above, applications must reach Washington, D.C., no later than 15 September. Applications must show if a dislocation allowance has been paid during the current fiscal year, and must include a positive CO recommendation, based on individual qualifications. The requests of men in pay grades E-4 and below must include a statement of duties performed.

Officer applications should be in letter form; enlisted volunteers should use the Enlisted Transfer and Special Duty Request (NavPers 1306/7). Enlisted men who volunteer for wintering-over should specify their wishes for Deep Freeze 70 or Deep Freeze 70, 71 (VX 6).

Aviation officers (13XX) who apply for duty with VX 6 should include a listing of the following: Total flight time (both HTA and LTA); Total flight time during the last five years by model aircraft and year; Pilot qualification by model aircraft and year designated. A copy of this portion of the application must also be submitted to the Commanding Officer, Air Development Squadron Six (VX 6).

Physical examinations must be conducted in accordance with the *Manual of the Medical Department*. (Note that the psychiatric examination is conducted later at a Deep Freeze screening center.)

The application process also requires each volunteer to complete an original and two copies each of SF forms 88 and 89 (Report of Medical Examination and Report of Medical History). The original and one copy of each form must accompany the application; the second copies should be retained in the individual's medical record.

Completed applications should be mailed to the Commander, U. S. Naval Support Force, Antarctica, Bldg. 210, Washington Navy Yard, Washington, D. C. 20390.

Following review of applications and selection of the best qualified volunteers, the Bureau of Naval Personnel will issue orders as follows:

- Officers will be ordered to TAD for final screening at Washington, D. C., Davisville, R. I., or San Francisco. They then will return to their permanent duty stations to await results of the screening.

- Enlisted men for the Detachment Alfa wintering-over party will be ordered to Washington, Davisville or San Francisco for screening and further assignment. Those found qualified (except AG personnel) will be ordered to Deep Freeze after three to five months of special training at Davisville, beginning 1 June 1969. AG personnel will have the three to five months of special training at Norfolk.

- Officers and enlisted men selected for VX 6 will be ordered to Quonset Point, R. I. (to report no later than 1 May 1969).

If you make it all the way to Antarctica, you'll find that Operation Deep Freeze offers some tangible benefits. For example, after wintering-over, you may receive duty of choice if otherwise eligible, and may be authorized 60 days leave before reporting to your next duty station. You will, of course, report to your duty-of-choice wearing the Antarctic Service Medal.

While wintering-over at McMurdo Station, you may participate in the Program for Afloat College Education (PACE) and enroll in up

to three accredited undergraduate college-level courses. (Information on PACE is contained in the *Educational Services Manual* and ALL HANDS, December 1967.)

Also, Deep Freeze personnel are eligible to participate in the Savings Deposit Program (outlined in SecNav Inst. 7220.55 series), and accrue interest on savings at a whopping rate of 10 per cent compounded quarterly.

What also must be considered of benefit to the Antarctic-bound Navy man is the assurance he will not be assigned to a deployed unit or unit scheduled for other than local operations within three months of his reporting date. An assignment contrary to this must be approved by the Chief of Naval Personnel or must have been requested by the individual concerned.

Full details on the Deep Freeze 70 application procedure are contained in BuPers Notice 1300 (3 Jun 1968). It is noted that replies will not be made to applicants who are not selected.

Also, those selected who are disqualified after they begin training may be replaced by other qualified applicants at any time between May and September 1969.

Navy Exchange Mail Service

A direct mail service has been established by the Naval Uniform Shop in Brooklyn, so that you might purchase those uniform items not normally stocked by Navy Exchanges and Ship's Stores Afloat.

Officers and chief petty officers of the Navy and Coast Guard may place orders for direct delivery to themselves. Order forms and catalog listings are available at exchanges and ship's stores.

Among the additions to the Naval Uniform Shop catalog are miniature medals, which will be mounted in regulation sequence as prescribed by *Navy Uniform Regs.*

You may elect to prepay your orders or pay by COD when you receive the merchandise. If you are not on extended active duty, payment must be enclosed with each order. Shipment of merchandise will be made within a week to 10 days after your order is received at the Naval Uniform Shop in Brooklyn.

Must Reading Only for Navy's Top Crews - And Those That Hope to Be

THAT SHARP SHIP with the gold "E" painted on her bridge now has another way of saying she's been singled out for five consecutive battle efficiency awards.

Take a look at her foremast. If she's flying a triangle-shaped pennant at the foretruck—the pennant has a blue field with a gold ball in the center—you can be sure she's one of the most battle-ready ships in the Navy.

This word on a new pennant for winners of five consecutive battle efficiency "E" awards is one of several changes to the competitive Fleet program announced in OpNav Inst. 3590.4B.

The revised directive also introduces blue "E" awards for outstanding supply departments, delegates responsibility for all "E" competition from type commanders to Fleet commanders in chief, and reaffirms CNO's interest in continuing the competition as long as it does not interfere with combat readiness.

Here's a summary of the awards information contained in OpNav Inst. 3590.4B:

Intratype Competition

Ships which finish first in their respective competitive groups, and air squadrons which meet standards specified in appropriate Fleet Exercise Publications, may be authorized (by cognizant Fleet commanders) to display:

- **Battle Efficiency Pennant.** Winners of five consecutive awards may display the blue pennant with gold ball; other winners a red pennant with black ball. Article 322, U. S. *Naval Flags and Pennants* (DNC 27A), prescribes the manner for display.

- **White "E" on the bridge bulwark (or sail of submarines).** A service stripe may be painted under the "E" for second and each additional consecutive award. Those winning five consecutive awards may display a gold "E", with gold service stripes to indicate additional consecutive awards. Painting specifications are contained in chapter 9190, *Naval Ships Technical Manual*.

- A plaque (usually designated by the type commander) may be displayed in a place that all hands

of the ship or air squadron may be able to view it.

The battle efficiency pennant and "E" may be displayed from the date that winners are announced until new winners are selected for the next competitive year.

Ships which spend the majority of any given competitive year in the yards for overhaul or repair may, at the discretion of the Fleet Commander, have that year disregarded in determination of their qualification for consecutive awards.

Weapons/Operations

Ships which attain departmental or mission area excellence, based on day-to-day performance, satisfactory accomplishment of required exercises (or their operational equivalent), plus satisfactory completion of an operational readiness inspection, may display insignia as follows:

Gun Firing Systems	White "E"
Surface-to-Air Systems	White "E"
ASW Weapons and Operations	White "A"
Weapons Dept. (CVA and CVS)	Black "W"
Engineering	Red "E"
CIC	Green "E"
Communications	Green "C"
Minesweeping	White "M"
Assault Boat Operations	Assault Boat Insignia
Air Department	Yellow "E"
Supply Department	Blue "E"

Fleet commanders will specify periods the above insignia may be displayed, with service stripes to indicate second and other consecutive awards.

Uniform Insignia

Enlisted men attached to ships and

air squadrons designated for intra-type proficiency awards may display an "E" patch on their uniforms from the date that winners are announced until new winners are selected for the following competitive year.

Uniform Regulations (article 0653) describes "E" uniform patches as follows: "Shall be embroidered in white on blue cloth for wear on the blue uniform, and in blue on white, khaki or forestry green material for wear on uniforms of corresponding color, except that the "E" indicating five or more consecutive awards shall be embroidered in gold color thread. Worn on the sleeve, midway between shoulder and elbow."

A set of "E"s consisting of the appropriate white, blue or gold color for each coat, jumper or blouse in the prescribed outfit is provided by the Navy.

At present, no distinctive uniform insignia other than the ship or unit award is authorized. A proposed uniform insignia is under consideration to denote departmental or mission area excellence and, if approved, will be provided at no cost to the individual.

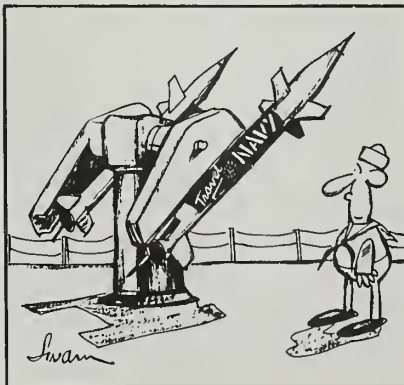
If You Have Good Reason You Can Pick Your Own Separation Center

If you are scheduled for release from active duty, you may request to be sent to a major separation activity of your choice when returning to the U. S. from an overseas assignment.

As a rule, the separating activity is the one nearest the port where you return to CONUS—Naval Station, Treasure Island, when arriving in San Francisco, for instance.

However, if you have a valid reason behind your preference to be sent to another major separation activity (one of those centers listed below), you may request your commanding officer to allow such a change.

If the modification is authorized, be informed that you will not be entitled to any mileage allowance or expense greater than that allowed by your basic orders, nor will this authority for change of place of separation



ration be construed as authority for early transfer for separation.

Should you wish to be separated from an activity other than one listed as a major separation center, you may submit your request to the Chief of Naval Personnel, for officers—ATTN: Pers number shown in the upper right-hand corner of the basic orders; for enlisted members—ATTN: Pers-B222.

To assure more favorable action, you should submit your request *before* you have your separation orders in hand. After separation orders are in hand, only bona fide personal or humanitarian reasons will be considered justified in modifying separation orders. Here, again, you will not be entitled to any allowances beyond those authorized under your basic orders.

In connection with separation procedures, certain guidelines should be followed by officers and enlisted members who wish to take leave, as described in BuPers Inst 1900.3B.

To begin with, officers must have their leave approved by BuPers. In addition, they must be in one of the following categories:

- Returning to CONUS for retirement.
- Have less than six months' active duty remaining and returning to CONUS from a tour of in-country duty in Vietnam (including UDT/SEAL teams deployed in contiguous waters of Vietnam).
- Detached from a Pearl Harbor-based ship or unit while in WestPac or elsewhere in the Pacific, and wish a few days leave to help pack and move dependents from Hawaii.

All requests from enlisted members for leave while en route to a separation center should be submitted to the Chief of Naval Personnel, Pers-B21c.

If you expect your leave or travel to involve visits to foreign countries, refer to Article C-11107 of *BuPers Manual* for guidance in procedures to follow before you are detached or transferred for separation.

Here are the major naval activities in the United States at which Navymen arriving from overseas for separation can expect to report:

Naval District, Washington, D. C.—NavSta Washington, D. C., NAS Patuxent River, Md.

First Naval District—NavSta or

NavBase Newport, R. I., NAS Quonset Point, R. I., NAS Brunswick, Maine, NavSta Boston, Mass.

Third Naval District—Officers: 3ND Hqtrs., New York, N. Y., Enlisted: NavSta Brooklyn, N. Y.

Fourth Naval District—NavSta Philadelphia, Pa.

Fifth Naval District—NavSta Norfolk, Va.

Sixth Naval District—NavSta or NavBase Charleston, S. C., NTC Orlando, Fla., NavSta Key West, Fla.

Ninth Naval District—NTC Great Lakes, Ill.

Eleventh Naval District—NavSta San Diego, Calif., NavSta Long Beach, Calif.

Twelfth Naval District—Captains and above: 12ND Hqtrs., San Francisco, Calif., all others: NavSta Treasure Island, San Francisco, Calif.

Thirteenth Naval District—Aviation officers: NAS Seattle, Wash.; other officers: 13ND Hqtrs., Seattle; Enlisted: NSC Puget Sound, Seattle Division, Pier 91, Seattle, Wash.

Clothing Allowance Changes

The ups and downs of clothing allowance rates continue with the announcement of new rates which became effective 1 July.

Substantially increased were the initial clothing allowance for Naval Aviation Cadets (NavCads), Aviation Officer Cadets (AOCs), and enlisted women. The largest reductions were in the initial clothing monetary allowance for enlisted men

(recruits), and for NavCads and AOCs reverting to enlisted status.

Here are the new rates:

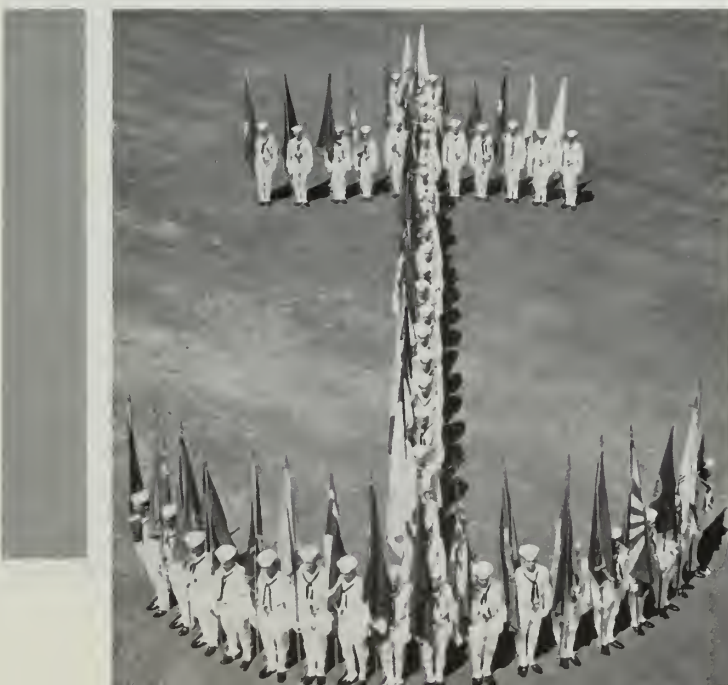
- Initial Clothing Monetary Allowance (ICMA) — Generally reflects the cost of a seabag for recruits. Enlisted men, \$199.63 (down from \$211.32). Enlisted women, \$319.64 (up from \$314.76). Naval Aviation Cadets and Aviation Officer Candidates, \$282.48 (up from \$276.59).

- Partial Initial Monetary Allowance — Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, \$54.07 (down from \$55.03). Enlisted women, \$177.71 (up from \$174.64). NavCads and AOCs reverting to enlisted status, \$156.46 (down from \$168.13).

- Basic Maintenance Allowance (BMA) — Monthly clothing allowance included in regular pay during first three years of active duty. Enlisted men, \$4.80 (same). Enlisted women, \$5.70 (same).

- Standard Maintenance Allowance (SMA) — Regular monthly clothing allowance included in pay after three years of service. Enlisted men, \$6.90 (down from \$7.20). Enlisted women, \$8.40 (down from \$8.70).

- Unit band members — The special initial clothing monetary allowance rate for Navy unit band members is \$191.45. Bandsmen who are promoted to E-7 after receiving this allowance are entitled to \$109.00.



HEROES and LEADERS

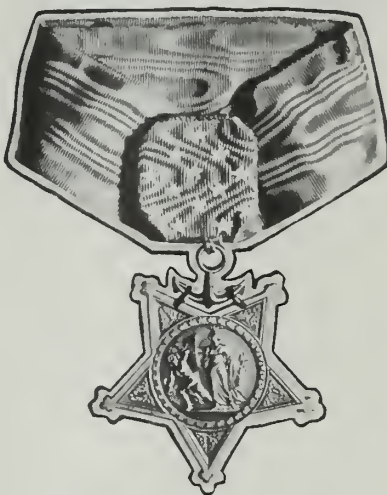
Medal of Honor for Skipper of USS LIBERTY

USS LIBERTY was in trouble and the fight to save her in the Eastern Mediterranean during the afternoon and night of 8 Jun 1967 was underway.

The technical research ship listed nine degrees to starboard as water poured into compartments through a 39-foot hole in her hull. Ammunition exploded at her .50-caliber machine gun mounts. Fire spread until her decks became so hot they buckled.

Thirty-four of *Liberty's* crewmembers lay dead. Another 75, including her CO, CDR (now CAPT) William L. McGonagle, were wounded.

CDR McGonagle, who had been hit by shrapnel in the right leg, began to realize the seriousness of his wounds when blood had saturated his shoes and he felt that he was losing consciousness. He lay on the deck, flat on his back, raised his bleeding leg and rested it on his bridge chair. He dictated a message to the Sixth Fleet. He saw that the ensign had been shot away and ordered a signalman to hoist another flag at the yardarm. He gave orders for repair and firefighting parties.



The captain's blood-soaked pants leg was cut away from his wound. A tourniquet stopped the flow of blood, but he was so weak he could not get up off the deck.

Liberty's gyrocompass was disabled and her magnetic compass inaccessible. Lying on his back, CDR McGonagle began to calculate in his head the probable course he should order to avoid running aground on nearby shoals.

Power which controlled the rudder had been lost. Using a telephone, he relayed maneuvering instructions to men below decks who physically pushed the heavy rudder in the direction ordered. He used the sun to verify his cerebral navigation, and conned the ship by looking aft at the wake to determine which way his men should push the rudder.

AFTER AN HOUR and a half on his back, CDR McGonagle felt he had regained enough strength to stand and conn the ship from the wing and pilothouse. He thought that his presence on the bridge might lessen the shock the rest of the crew had received.

He was right. For every hand needed in the variety of emergency situations on board, 10 men volunteered. Men who lay wounded themselves offered their blood for transfusion to others.

CDR McGonagle refused to leave the bridge, even though he was in great pain and had lost much blood.

Finally, after 17 hours, *Liberty* rendezvoused with a U.S. destroyer

Captain William L. McGonagle, 42, entered the Navy as an enlisted Reservist in January 1944. He became a midshipman in September 1946, and received his commission in September 1947.

He became CO of *uss Liberty* (ATGR 5) in April 1966, and has been selected to command the new ammunition ship *Kilauea* (AE 26). He was promoted to captain last October. CAPT McGonagle and his wife and three children reside in Cohasset, Mass.

In addition to the Medal of Honor, CAPT McGonagle holds 12 medals and awards which include the Presidential Unit Citation and the Purple Heart. The PUC, highest of unit awards, was presented



to *Liberty* at Norfolk last June. The ship and her crew were cited for heroic achievement at a time two-thirds of the men had been killed or wounded. The citation continued:

"Those surviving displayed outstanding professionalism, undaunted spirit, and extraordinary heroism in their efforts to save the ship.

"Following the directions of their commanding officer, they contained and extinguished fires and fought to control flooding.

"Taking a vital part in the variety of actions necessary to save their ship and their shipmates, all surviving crewmembers were instrumental in returning *Liberty* 1000 miles safely to port."

and CDR McGonagle relinquished control of his ship. He still refused medical attention until convinced the more seriously wounded had been treated.

CDR McGonagle's command of his ship had added a new chapter to the history of leadership and valor at sea. On 11 Jun 1968, the Secretary of the Navy presented CDR McGonagle with the Medal of Honor. "A brave man may fall, but he cannot yield," SecNav said.



NAVY CROSS

"For Extraordinary Heroism . . ."

★ BULL, Lyle F., Lieutenant, USN, was presented the Navy Cross for heroic action on 30 Oct 1967 as bombardier and navigator in a squadron embarked in USS CONSTELLATION (CVA 64).

Exercising exceptional professional skill and sound judgment, he assisted in planning and execution of a dangerous, single-plane, night, radar mission. During the mission, LT Bull assisted his pilot in effectively avoiding a number of surface-to-air missiles.

★ CRAWFORD, Charles H., Hospital Corpsman 3rd Class, USN, posthumously, for extraordinary heroism on 29 May 1967 while serving as a corpsman with a Marine unit in Quang Tri Province, Republic of Vietnam.

After lead elements of a Marine unit were pinned down by enemy fire, Petty Officer Crawford ran through enemy fire to reach several wounded who were trapped a few feet from a main enemy bunker. He administered first aid to the most seriously wounded Marine, and was then fatally wounded himself while moving the casualty to a safe area.

★ HUNTER, Charles B., Commander, USN, for heroism on 30 Oct 1967 as a pilot in an attack squadron. CDR Hunter planned and executed a dangerous, single-plane mission which resulted in a significant blow to North Vietnamese logistics efforts. During the mission, his plane was attacked by several enemy surface-to-air missiles, but CDR Hunter successfully took swift and effective action to avoid the missiles and proceed on his mission.

★ LINDER, James B., Commander, USN, for extraordinary heroism on 28 Sep 1967, as commander of a carrier airwing. Although subjected to intense barrages of antiaircraft fire, surface-to-air missiles and enemy interceptor aircraft during a mission, he skillfully directed and controlled the forces assigned, which resulted in the success of the mission. "CDR Linder's brilliant planning, flight leadership and fearless devotion to duty in the face of grave personal danger were in keeping with the highest traditions of the United States Naval Service."

★ MAYTON, James A., Hospital Corpsman 1st Class, USN, for heroic action on 21 May 1966 as a medical corpsman serving with a Marine unit in the Republic of Vietnam. After receiving an emergency call from a

Marine unit, Petty Officer Mayton's unit, a medical evacuation team, went to aid the unit which was engaged in combat and pinned down by a large North Vietnamese force. Petty Officer Mayton, without hesitation, leaped from the medical evacuation helicopter and exposed himself to enemy fire in order to rescue wounded Marines. Due to his actions, 23 casualties were evacuated under fire.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BRINGLE, William F., Vice Admiral, USN, for service as Commander 7th Fleet. Under his leadership, all the forces assigned to his command have continuously operated in a "most potent and effective fighting manner."

★ CHEW, John L., Vice Admiral, USN, for service as Commander Antisubmarine Warfare Force, Pacific, from January 1966 through June 1967. VADM Chew demonstrated an extraordinary ability in combining outstanding leadership and keen insight to produce unprecedented advances in anti-submarine readiness in the Pacific. In promoting the effectiveness of ASW, he guided the ASW force to over-all knowledge of ASW problems and accelerated the pace toward the solving of these problems.

Gold star in lieu of second award

★ GRIFFIN, Charles D., Admiral, USN, for service in a duty of great responsibility as Commander in Chief, Allied Forces Southern Europe, from March 1965 through January 1968. As a result of his direction and his skill in coordination, the security and operational readiness of the multinational forces committed to his command were improved significantly. Serving in this key post of International significance, ADM Griffin made outstanding contributions to the security interests of the United States, and considerably enhanced the security posture of the North Atlantic Alliance.

Gold star in lieu of second award

★ JOHNSON, Roy L., Admiral, USN, for service as Commander in Chief, United States Pacific Fleet, from March 1965 to November 1967. In this post, ADM Johnson served with distinction in nurturing effective channels for liaison and in furthering United States goodwill and prestige with foreign nations.

Gold star in lieu of second award

★ LEE, Fitzhugh, Vice Admiral, USN, for service as Commandant of the National War College from July 1964 through May 1967. He rendered invaluable service in raising the National War College, already one of the nation's most prestigious senior military institutions, to a new level of academic excellence.

★ METZGER, Edward F., Rear Admiral, Supply Corps, USN, for service as Commanding Officer, Naval Supply Center, Oakland, Calif., from 14 Aug 1964 to 1 Jun 1968. RADM Metzger personally instituted actions which have resulted in improved supply

support of all armed forces in Southeast Asia and naval units afloat and ashore.

★ PERSONS, Henry S., Rear Admiral, USN, for service as Commander Hawaiian Sea Frontier; Commandant, 14th Naval District; and Commander, Naval Base, Pearl Harbor, from June 1964 through May 1967. In addition to providing the highest level of support to the Fleet in furtherance of naval operations in Southeast Asia, he contributed greatly to the morale of Navy and Marine personnel and their families in Hawaii. He represented the Navy with distinction and brought to the people of Hawaii a responsive understanding of the Navy.

★ SEMMES, Benedict J., Jr., Vice Admiral, USN, for service as Deputy Chief of Naval Operations (Manpower and Naval Reserve) and Chief of Naval Personnel from April 1964 through March 1968. VADM Semmes has demonstrated dynamic leadership, outstanding executive ability and exceptional foresight in anticipating and solving the diverse personnel problems associated with rapidly expanding manpower requirements.

★ VETH, Kenneth L., Rear Admiral, USN, for service as Chief, Naval Advisory Group, United States Military Assistance Command, Vietnam, and as Commander, United States Naval Forces, Vietnam, from April to December 1967. RADM Veth guided the development and operations of the Vietnamese Navy, though under the continual stress of combat, and contributed to the development of plans and operations of great significance to the defense of the Republic of Vietnam.

Gold star in lieu of second award

★ WARD, Alfred G., Admiral, USN, for service as the United States Representative to the NATO Military Committee in Permanent Session in Washington, D. C., and upon its relocation in Brussels, Belgium, from March 1965 to June 1968. ADM Ward provided invaluable contributions to United States objectives in NATO military matters and to the fruitful work of the Military Committee and the Major NATO Commanders.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BAUER, Edward C., Commander, USN, for conspicuous gallantry and intrepidity in action on 27 Oct 1967 as pilot of an A-6A jet attack aircraft. CDR Bauer planned and executed a dangerous single-plane, night, radar mission on a strategic railroad ferry slip. Despite heavy antiaircraft concentrations which severely buffeted his plane, and in spite of enemy opposition, he completed his mission, dealing a significant blow to the North Vietnamese logistics effort.

★ BRYANS, Brion K., Lieutenant Commander, USN, for action on 27 Oct 1967 as pilot of an A-6A aircraft. He planned and executed a dangerous single-plane, night, radar mission on a heavily defended railroad ferry slip. Although buffeted by exploding surface-to-air missiles and antiaircraft fire, he succeeded in completing his mission, dealing a significant blow to the North Vietnamese logistics effort.

★ **CARTER, Terrel E.**, Quartermaster 1st Class, USN, posthumously, for action on 15 Jan 1967 while serving with a river patrol section during combat operations on the Mekong River. As boat captain of a PBR, Petty Officer Carter was directly instrumental in the interdiction of a major enemy supply movement. During an attack on two enemy sampans, he maneuvered his PBR to lay down protective fire so that a damaged PBR could reach safety. While performing this act Petty Officer Carter was mortally wounded.

★ **COSSON, Wilbur L.**, Radarman 1st Class, USN, posthumously, awarded for action on 7 Jul 1967 while serving with a river section in the Republic of Vietnam. Petty Officer Casson was assigned as patrol officer of a PBR in a blocking station on the Ca Chien River. He observed an enemy force fleeing into the heavy mangroves and bunker complex along the coastline. His boat fired on the enemy until his ammunition was nearly exhausted. He then boarded another PBR and chased four enemy sampans moving toward the bunker area, destroying two of them before being mortally wounded.

★ **DIAMOND, William T., Jr.**, Seaman, USN, posthumously, for conspicuous gallantry and intrepidity in action on 15 Sep 1967 as a 50-caliber gunner aboard an armored troop carrier in the Mekong Delta. While transporting Army troops to a landing zone, his craft was subjected to enemy fire from fortified enemy positions along the riverbank. Seaman Diamond took the enemy positions under fire until a grenade struck his boat, wounding him and jamming his gun. He cleared his weapon and again laid down suppressing fire until he was fatally wounded. Because of his actions, the troops were landed successfully and without casualty at the designated site.

★ **GREGERSON, Donald**, Boatswain's Mate 2nd Class, USN, for action on 15 Sep 1967 as boat captain of an armored troop carrier in the Mekong Delta. While proceeding in formation with embarked Army troops, the riverine assault units came under fire from both banks of the narrow stream. Petty Officer Gregerson's troop carrier sustained multiple rocket hits, but he fought his boat past the enemy positions. He then made a high-speed run past the enemy positions to aid another troop carrier which was steering erratically. He boarded the disabled craft and maneuvered it downstream through enemy fire to the evacuation site.

★ **HODGES, Harry G.**, Equipment Operator Constructionman, USN, posthumously, for conspicuous gallantry and intrepidity in action while serving with a mobile construction battalion in the Republic of Vietnam. During the early morning hours of 14 Jan 1968, while on sentry duty at a construction site near Da Nang, Constructionman Hodges and a companion were attacked by an enemy force. After a grenade was thrown into their position, Constructionman Hodges placed himself between his comrade and the grenade and attempted to throw it clear. Unable to clear the grenade before it exploded, Constructionman Hodges sacrificed his life to save that of his fellow Seabee.

★ **HOWELL, Adrian E.**, Fireman, USN, posthumously, for action on 4 Dec 1967 during riverine assault operations in the Republic of Vietnam. While providing blocking operations to prevent the enemy's es-



AWARDED—Engineman Third Class Larry Steinmetz is presented a Bronze Star Medal by Captain W. Hurst for service as engineer and gunner aboard a troop carrier.

cape along the Rach Ruang Canal, the armored troop carrier, in which he was a gunner, came under heavy fire. He conducted suppressive fire from his semiexposed position in the well deck until he was mortally wounded by an enemy rocket.

★ **LITTLE, William H.**, Engineman 2nd Class, USN, posthumously, for action on 15 Sep 1967 as trainer of a 40-mm mount aboard a MONITOR in the Mekong Delta region. Petty Officer Little began to fire on enemy positions along the banks of the Rach Ba Rai River when his unit was subjected to enemy automatic weapons fire. His effectiveness drew intense counterfire from the enemy, and he was wounded when a grenade round scored a hit on his gun position. Despite his wounds, he moved into the boat's mortar pit to administer first aid to a more seriously wounded shipmate. Petty Officer Little was fatally wounded while attempting to remove the injured man from the open pit.

★ **MERRILL, Dennis O.**, Lieutenant (jg), USN, for action on 27 Oct 1967, as bombardier and navigator of an A-6A aircraft. LTJG Merrill planned and executed a single-plane, night radar mission on a heavily defended railroad ferry slip in North Vietnam. Despite buffeting of his aircraft by exploding surface-to-air missiles and antiaircraft fire, he flawlessly navigated his plane to the objective and successfully completed his mission.

★ **MERRITT, David B.**, Lieutenant (jg), USNR, for conspicuous gallantry and intrepidity in action on 27 Oct 1967 as pilot of an A-6A aircraft during a single-plane mission against a strategically vital railroad ferry slip in North Vietnam. He flawlessly piloted his plane to the objective and began the attack despite intense antiaircraft fire and surface-to-air missile activity. He succeeded in his mission, thereby dealing a significant blow to the North Vietnamese logistics effort.

★ **SMITH, Robert L.**, Hospital Corpsman 3rd Class, USN, for action with a Marine unit on 5 Oct 1966. His unit was engaged in a firefight during an attack upon a hill in Vietnam. Petty Officer Smith advanced to the forward element and converted an abandoned enemy bunker into an aid station. After being informed that two Marines had been seriously wounded and were still under intense enemy fire, Petty Officer Smith ran forward to assist them, and while administering aid was seriously wounded. His courageous performance saved the lives of at least two Marines.

★ **SOMMERS, Carl W., II**, Lieutenant Commander, USN, for action on 18 May 1966 while serving as pilot of a fighter aircraft. He diverted his flight of two aircraft from his primary mission to provide protective cover for rescue of the crew of a dawned spotter aircraft. He repeatedly attacked enemy troop positions near the dawned aircraft until his ordnance was expended. He then remained in visual contact with the wreckage until rescue aircraft arrived. While assisting rescue by making repeated low passes over the dawned plane to provide visual contact, his aircraft was struck by enemy fire and burst into flames. After abandoning his aircraft, he was later rescued by helicopter.

★ **WATERS, Phillip H.**, Lieutenant (jg), USNR, for action on 27 Oct 1967 as bombardier and navigator of an A-6A aircraft on a dangerous mission against a heavily-defended railroad ferry slip in Vietnam. He flawlessly navigated his plane to the objective despite heavy air defenses. LTJG Waters succeeded in completing his mission, dealing a significant blow to the North Vietnamese logistics effort.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BLASKIS, James L.**, Seaman, USNR, posthumously, for heroism on 29 Jul 1967, while serving aboard USS FORRESTAL (CVA 59) in the Gulf of Tonkin.

He was manning the port steering area in the extreme port quarter of the ship when fire broke out on the flight deck causing several explosions. One of the initial explosions hurled shrapnel into the port compartment, killing one man and seriously wounding Seaman Blaskis and his other shipmate. Despite his wounds, he administered first aid to his companion until he succumbed to his own wounds.

★ **BYARS, Jerry D.**, Aviation Structural Mechanic 1st Class, USN, posthumously, for heroism on 29 Jul 1967, while serving with a fighter squadron aboard USS FORRESTAL (CVA 59).

Petty Officer Byars directed the evacuation of the night maintenance crew from their berthing quarters following a fire on the flight deck and numerous bomb detonations. He remained within the burning compartment aiding the escape for many of his shipmates until overcome by the fire, sacrificing his life so that others might live.

★ **GAUTHIER, Richard N.**, Hospital Corpsman 3rd Class, USN, posthumously, for

heroism on 6 May 1966, while serving aboard USS INTREPID (CVS 11).

Petty Officer Gauthier entered a vertical trunk and pump-room space containing a toxic and lethal concentration of gas to give mouth-to-mouth resuscitation and first aid to a shipmate trapped there. Within minutes, he was overcome by the deadly gas, sacrificing his life in an attempt to save the lives of his shipmates.

★ GENTLE, Marvin G., Lieutenant (jg), USNR, for heroism on 21 Jun 1967, while serving at U. S. Naval Station, Washington, D. C.

After observing a man jump from a bridge into the Anacostia River, LTJG Gentle plunged into the muddy water and rescued the man. After towing him to shore, LTJG Gentle administered artificial respiration until the man revived, thereby saving the man's life.

★ HATCHER, Robert A., Lieutenant (jg), USNR, posthumously, for heroism on 8 and 9 Dec 1967, while serving at Iwakuni, Japan.

When a boat in which he was a passenger capsized, LTJG Hatcher repeatedly dived to reenter the overturned boat and succeeded in rescuing a six-year-old boy. He then removed his life jacket for use as a float in an attempt to save the life of a six-month-old baby. He remained in the cold water for 10 hours assisting other members of the party who could not swim. After leading the seven to land, LTJG Hatcher succumbed to exhaustion and exposure.

★ HOWISON, Calvin D., Aviation Electrician's Mate 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving with a fighter squadron embarked on USS FORRESTAL (CVA 59).

Exercising outstanding courage and leadership, Petty Officer Howison remained within a burning compartment effecting a safe escape for many of his shipmates despite continuing explosions. He was overcome by the fire, sacrificing his own life so that others might live.

★ HUGO, Donald N., Warrant Officer, USN, posthumously, for heroism on 29 Jul 1967 while serving as flight deck boatswain aboard USS FORRESTAL (CVA 59).

When a fire broke out on the flight deck detonating fuel cells and bombs aboard parked aircraft, WO Hugo broke out a fire hose and began pouring water onto the burning aircraft. While directing efforts of his men to control the fire, he was fatally injured when a bomb detonated.

★ LEE, William, Aviation Boatswain's Mate Airman, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS FORRESTAL (CVA 59).

When a fire swept through bomb-laden aircraft on the flight deck, Airman Lee ran to the nearest fog/foam station and attempted to bring the hose to bear on the burning aircraft. As he neared the plane, he was fatally injured when a bomb detonated.

★ MULCAHY, John M., Lieutenant (jg), USNR, for heroism on 20 Nov 1966 while serving as a crewman in a helicopter embarked on USS CORAL SEA (CVA 43).

He manned an aircraft as first crewman during an attempted rescue of two men lost overboard from a destroyer during a wire highline freight transfer mishap. Arr-

iving at the scene, he directed lowering the second crewman into the heavy seas and advised the pilot of his hover position in near-zero visibility. After several unsuccessful attempts, the second crewman, completely exhausted, had to be brought back aboard the helicopter. LTJG Mulcahy immediately descended into the water and succeeded in placing the man in the sling. Once aboard the helicopter, he administered mouth-to-mouth resuscitation in a valiant attempt to revive the unconscious man.

★ POOLE, Charles R., Hospital Corpsman 1st Class, USN, for heroism on 6 Mar 1967 while serving aboard USS KEMPER COUNTY (LST 854).

Upon hearing that one of his shipmates had become violently disturbed and was threatening himself and others with a pistol, Petty Officer Poole went to the scene where he confronted the man. He continued to approach him and seized the weapon and unloaded it. His prompt action was responsible for the removal of a serious threat to the life of the disturbed man and those of his shipmates.

★ SMITH, David R., Lieutenant Commander, USN, for heroism during a fire in the after fireroom aboard USS WILKINSON (DL 5) at sea on 3 Jan 1962.

Upon reaching the access to the fireroom, and learning that two Navy men were believed still in the space, LCDR Smith donned an oxygen-breathing apparatus and entered the compartment. He located the men and successfully carried them from the compartment, saving their lives. He then returned to the compartment and directed damage assessment and machinery isolation which prevented further spreading of the fire despite burns, exhaustion and smoke inhalation which he suffered during the rescue attempts.



"For heroic or meritorious achievement or service during military operations . . ."

★ BRIDGES, John M., Hospitalman, USN, for heroic achievement on 28 Sep 1966 while serving as a corpsman with a Marine unit during operations in Vietnam.

While on a patrol in the Republic of Vietnam, his unit suddenly came under intense enemy fire. Hospitalman Bridges moved from his position through 100 meters of waist-deep water to aid a seriously wounded Marine. While administering first aid, Hospitalman Bridges sustained a severe chest wound. He disregarded his own wound in an attempt to stop bleeding from both legs of the wounded Marine, allowing dressings to be applied to his chest wound only when he was sure the wounded man was out of danger. The combat distinguishing device is authorized.

★ CONDON, Robert E., Lieutenant Commander, USN, posthumously, for meritorious achievement from 6 Dec 1966 to 15 Jan 1967 in connection with operations against communist insurgent forces, while serving as special advisor to Commander Amphibious Ready Group for Operation Deckhouse Five, in the Republic of Vietnam.

He successfully led reconnaissance missions to ascertain sounding data for the approach-

es to the Ham Luong and Co Chien Rivers, and collected hydrographic and intelligence information essential to the operation. On 6 Jan 1967, he guided USS ST FRANCIS RIVER, COCONINO COUNTY and WASH-TENAW COUNTY over treacherous sandbars into the Co Chien River. On 10 Jan 1967, he led ST FRANCIS RIVER and CARRONADE into the Ham Luong River. On three separate occasions during these operations he came under direct hostile fire. The combat distinguishing device is authorized.

★ DONOVAN, Thomas S., Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 26 Jan 1967 while serving as corpsman with a Marine unit in the Republic of Vietnam.

Petty Officer Donovan's company sustained numerous casualties when forced to maneuver through an open area while under enemy fire. He immediately moved through heavy fire to the wounded, rendering medical aid and assisting casualties to protected positions. By his skill, initiative and selfless concern for the welfare of his comrades, he undoubtedly helped save the lives of numerous Marines. The combat distinguishing device is authorized.

★ GALES, James L., Hospitalman, USN, posthumously, for action on 13 May 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam.

During a search and clear operation against North Vietnamese Regular forces, his unit came under heavy fire from camouflaged positions, and sustained numerous casualties. Hospitalman Gales carried several wounded men behind a tank which had come forward to assist the Marine unit. While thus engaged, he was mortally wounded. The combat distinguishing device is authorized.

★ HAVENS, Joe B., Senior Chief Hospital Corpsman, USN, for action on 13 Sep 1951, while serving with a Marine unit in connection with operations against enemy forces in Korea.

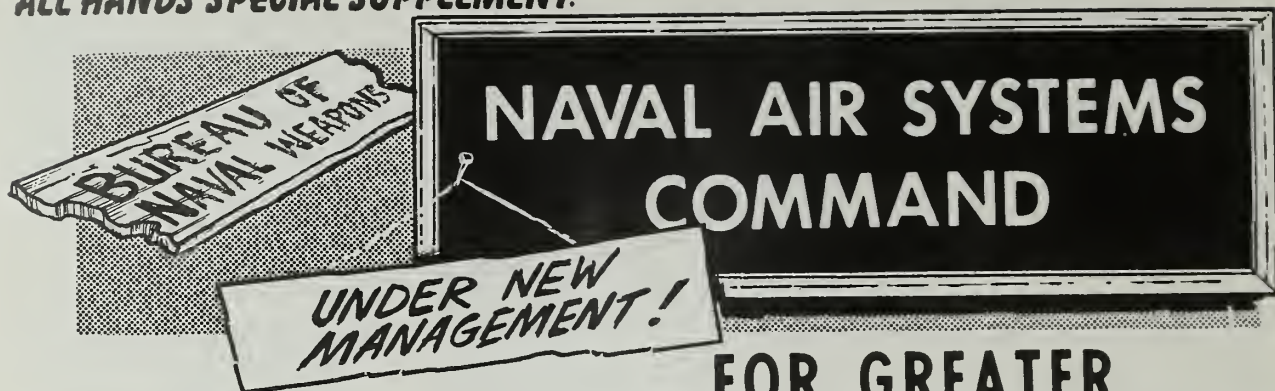
When his unit participated in an assault on Hill 749, he unhesitatingly left his position to render aid to two wounded Marines amidst heavy mortar and small-arms fire. By his courageous actions, he undoubtedly saved the lives of the two wounded men. The combat distinguishing device is authorized.

★ HELGERSON, Warren A., Commander, USN, for meritorious service from 18 Feb 1966 to 30 Jan 1967, while serving with friendly foreign forces in the Republic of Vietnam.

CDR Helgersson participated in numerous coastal patrols and was subject to hostile fire constantly. He insured effective use of Vietnamese naval forces and worked closely with Vietnamese commanding officers. The combat distinguishing device is authorized.

★ HOBBS, William L., Jr., Lieutenant Commander, USN, for meritorious service from July 1966 to July 1967 while serving as Ship Operations Division Director, Military Sea Transportation Service Office.

LCDR Hobbs directed monthly movements of more than 150 deep-draft ships in South Vietnam waters. He materially assisted in the logistical support of U. S. and Free World forces of Vietnam.



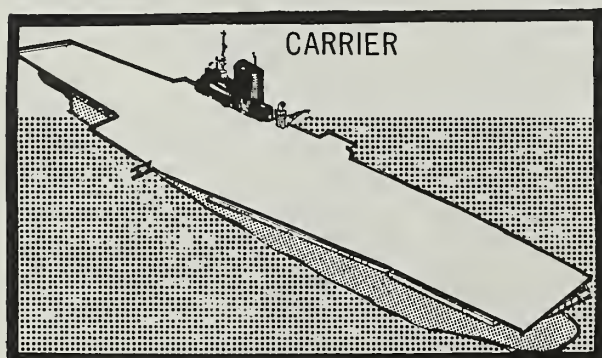
One of the major organizations within the Navy Department is the Naval Air Systems Command. Here, in one of a planned series of articles covering top-drawer organizations within the Department, is a thumbnail summary of the NASC role as seen by LCDR G. W. Grosskopf, USNR, and LT Joe Hart, USNR.

... FOR GREATER FIGHTING POWER TO THE FLEET

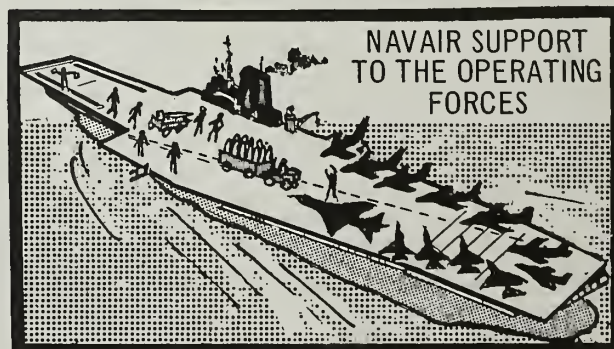
The physical tools and technical knowledge for air superiority come to the Fleet from the Naval Air Systems Command, which has just marked its second anniversary.

NAVAIR has the responsibility to conceive and design whole aircraft, complete with airborne electronics (avionics) and air-launched weapons systems in what is appropriately titled a systems-requirement. This is a total inter-related "package of equipment" ready for pilot and crew to operate in performance of their assigned mission. Should the mission change, NAVAIR can modify the systems involved in order to provide the fleet with exactly what is needed.

Finally, in NAVAIR's "life-cycle" responsibility, systems are reworked (at overhaul and repair facilities) in order to maintain the air systems at peak operating capability. Modernization is also accomplished at Naval Air Rework Facilities (NARFs) to extend the life of an aircraft and its system.



Art. 82A



Conferences of experienced, senior naval aviators (line officers), aeronautical engineering duty officers (AEDOs), and civilian technical staff were held to develop an organization which would derive from the former bureau the very best aspects from its seven-year existence and to incorporate new management approaches in order to most effectively contribute to the major component, NavMat, and of course to the prime users, the Operating Forces.



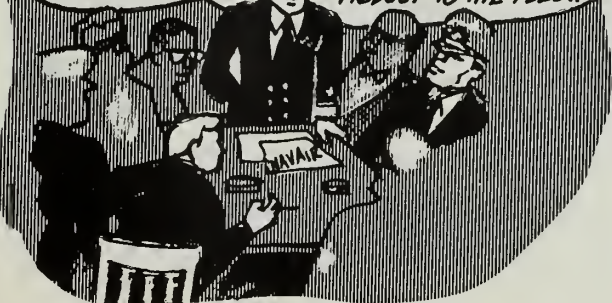
NAVAIR IS ONE OF SIX FUNCTIONAL 'SYSTEMS' COMMANDS. OUR MOST IMPORTANT OBJECTIVE IS TO CAREFULLY DEFINE OUR ROLE.



The assignment of functions to NAVAIR is:

- Aircraft, complete (airframe, power plant, etc.)
- Air-launched weapons systems, complete (including airborne aspects of torpedoes and mines)
- Airborne electronics, complete
- Air-launched Underwater Sound Systems
- Airborne pyrotechnics
- Air Systems Special Support Equipment
- Astronautics
- Catapults, Arresting Gear, Visual Land Aids
- Airborne Mine Sweeping Equipment
- Land-Based Target for Air Weapons
- Photographic and Meteorological Equipment
- Aircraft Drone and Target Systems
- Active and Reserve Air Systems Maintenance and Support

WE ARE NOW IN A 'SYSTEMS' COMMAND IN NAVAIR. THIS MEANS WE MUST KEEP IN MIND COMPLETE WORKING UNITS: THE AIR CRAFT WITH ITS AVIONICS AND WITH ITS WEAPONS SYSTEMS. ORGANIZED IN NAVAIR PRODUCE, AND DELIVER WE ARE BY DESIGN CLOSELY IN ORDER TO DEVELOP, TEST, A CAREFULLY INTERWOVEN PRODUCT TO THE FLEET.



A weapons system is not designed alone, anymore, but inter-related in all planning steps with each major component. For instance, an airframe on the drawing board is planned carefully with the specific requirements of the power plant, avionics package, weapons control system etc. Delivery to the fleet of an air weapons systems means that this complete system is ready for duty with an operational squadron. This is the product-response to the initial fleet requirement. NAVAIR is responsible for the life of an air weapons system. This "cradle-to-grave" responsibility broadly includes research of new concepts in response to fleet requirements, development, test, and evaluation of this "concept-become-hard-ware", and the acquisition of the system through contractual negotiations with civilian industry.

After fleet delivery of production models, technical support and maintenance of operational air systems follows. As the planned life of a system reaches its twilight years, either a life extension is given, such as the "reworked" F-8 series, and/or a new, follow-on air system is conceived and ... the NAVAIR life cycle begins again.



RADM John P. Sager

VICE COMMANDER



RADM R.L. Townsend

**COMMANDER
NAVAL AIR SYSTEMS
COMMAND**



RADM Thomas J. Walker III

**DEPUTY COMMANDER
PLANS & PROGRAMS,
AND COMPTROLLER**

MILITARY ACTIVITIES UNDER THE COMMAND OF THE COMMANDER, NAVAL AIR SYSTEMS COMMAND:

Commander, Pacific Missile Range, Point Mugu, California
Commander, Naval Air Test Center, Patuxent River, Maryland
Naval Air Systems Command Representative, Atlantic
All East Coast Naval Air Rework Facilities (NARFs) report to NAVAIRSYSCOMREPLANT
All Eastern Naval Plant Representatives report to NAVAIRSYSCOMREPLANT
Naval Air Systems Command Representative, Pacific
All West Coast NARFs report to NAVAIRSYSCOMREPAC
All Western Naval Plant Representatives report to NAVAIRSYSCOMREPPAC:
Naval Air Systems Command Representative, Pensacola, Florida
NARF Pensacola and Naval Air Mine Defense Development Unit, Panama City, Florida report
to NAVAIRSYSCOMREPPNCLA
Naval Air Systems Command Representative (Central), Wright-Patterson AFB
Naval Avionics Facility, Indianapolis, Indiana
Navy Photographic Center, Washington, D.C.
Naval Air Engineering Center, Philadelphia, Pa.
Naval Air Propulsion Test Center, West Trenton, New Jersey
Naval Weather Research Facility, Norfolk, Virginia
Naval Air Technical Services Facility, NSD Philadelphia, Pa.
Naval Air Test Facility (Ship's Installations) Lakehurst, New Jersey
Weapons Systems Analysis Office, Quantico, Virginia
Quality Assurance Office, Washington, D.C.
Navy Space Systems Activity, HQ AF, Space Systems Division, Los Angeles, Calif.

ACTIVITIES RECEIVING SUPPORT FROM THE COMMANDER, NAVAL AIR SYSTEMS COMMAND:

All previously listed activities
All Naval Air Stations and Naval Air Facilities
All Marine Corps Air Stations and Marine Corps Air Facilities
Naval Air Development Center, Johnsville, Pa.
All Naval Air Training Commands
Naval Weapons Center, China Lake, Calif.
All Naval Stations with associated aviation capabilities.

FULL "LIFE-CYCLE" MANAGEMENT AND HOW IT WORKS

• DEPUTY COMMANDER FOR PLANS & PROGRAMS, AND COMPTROLLER

Under the Commander and Vice Commander of the Naval Air Systems Command, a flag officer serves as Deputy Commander for Plans and Programs. This office is the focal point for all programs. The Deputy Commander provides direction and coordination for the NAVAIR project managers as well as related international military sales and project support. He further coordinates management information, and initiates and directs continuing appraisal of Command programs/projects to check the progress of approved plans. Also as Comptroller, he develops and implements policies and procedures for effective management of money and other resources.

• ASSISTANT COMMANDER FOR RESEARCH AND TECHNOLOGY

This is the beginning - or the cradle - for new ideas and capabilities. Exploratory research and development efforts in NAVAIR constantly match urgent and future Fleet needs with technological opportunities through the initiative of experienced and specialized staff. From its position in the Navy organization, NAVAIR can "see" the need for changes and continuously plans for new and advanced capabilities. Not alone are concepts conceived and studied in the Research and Technology group, but firm plans, programs and budget to demonstrate the "working hardware" are developed and executed in the cradle.

• ASSISTANT COMMANDER FOR MATERIAL ACQUISITION

Here the "concept" matures and is given stature. The idea (the "what") is nurtured and developed into an image of a very specific and formidable air weapon system. A development contract within the scope of budgetary resources is awarded (this initiates the "who"). Each component is engineered, takes shape, is perfected and is assembled into an operating prototype. This original model is tested and evaluated (the "how"). Adjustments are made as necessary in order to perfect and maximize performance. A production contract is awarded (a further confirmation of the "who"), again within the



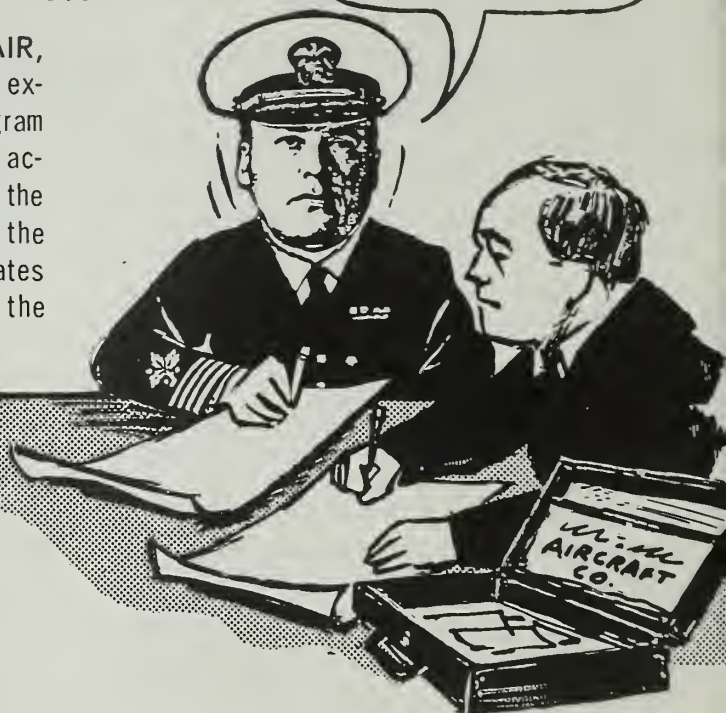
scope of budgetary resources, and delivery (the "when") schedules are fixed.

In the latter years of the air weapon system, when research and technology promote a superior concept, the old is permitted to expire and a new, fresh concept is given life.

• ASSISTANT COMMANDER FOR CONTRACTS

Working closely with all Groups in NAVAIR, the Contracts Group provides the business expertise to translate complex procurement program requirements into contractual documents that accurately reflect agreements reached between the Government and Industry. The contract is the link between Government and Industry and states the rights and obligations of the parties to the contract.

WELL SIR, THIS RESOLVES THE LAST PROBLEM AREA IN THIS AIRFRAME BUY. THE CHANGES WILL BE INCORPORATED INTO THE CONTRACT IMMEDIATELY. THANK YOU FOR YOUR HELP AND COOPERATION.



YES SIR, THE AIRCRAFT WILL BE DELIVERED IN TEN DAYS. CARRIER SUITABILITY TESTS HAVE INDICATED POSITIVE...



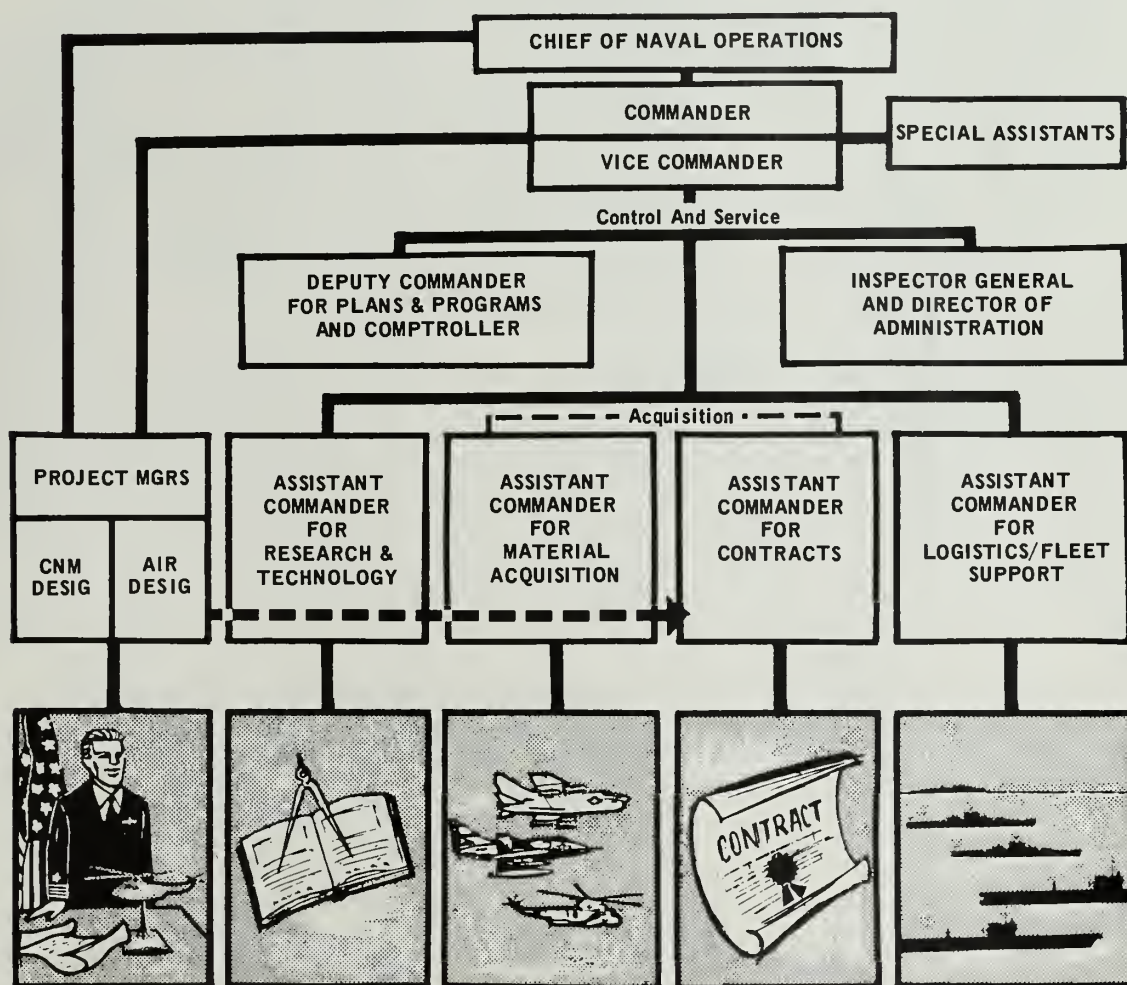
• ASSISTANT COMMANDER FOR LOGISTICS AND FLEET SUPPORT

Face to face in daily liaison with operating forces personnel is the logistics support group charged with timely delivery of effective air weapons systems and their continued maintenance, rework, overhaul and modernization. The group supports fleet technical and operator training for air weapons systems and safety and material surveillance programs. It also provides support to fleet commanded shore stations as well as those assigned to NAVAIR.

The foregoing is an explanation of the NEW MANAGEMENT of the traditional technical command in the air navy which has a long and successful record.

It is true that declarations of change and new names do not cause any problems to vanish, but reorganization, such as the new NAVAIR, helps define problems more precisely and, with more efficient management techniques contributes the ability to solve problems sooner and to deliver complete air systems to the operating forces more expeditiously.

NAVAL AIR SYSTEMS COMMAND (NAVAIR)



Rear Admiral R. L. Townsend, Commander of the multi-billion dollar developmental command, has noted that "... the Naval Air Systems Command is ready for the future because NAVAIR is meeting the present, head-on, with a versatile, effective working organization which is geared to meet current naval air material requirements and alert to the possibilities of tomorrow's aviation mission."

TAFFRAIL TALK

HAZARDS ARE THE STUFF that a golfer's dreams are made of. Or maybe they're nightmares. When a golfer plops himself down on his rack after a tough 18 holes, he dreams about:

- That fairway trap on the fourth hole where his ball was buried in a footprint and the green was 150 yards away; and
- Those woods he sliced into which everybody says are 90 per cent air, a statistic of which his ball was unaware; and
- The pond over which he had to carry to the green and he'd still like to know how he hit a grounder with a pitching wedge. And he wakes up screaming.

When 121 hardy golfers from the carrier *uss Enterprise* (CVAN 65) returned to the ship recently after an 18-hole tournament, they had even more to remember.

The Benictican Valley Golf Course, in the Philippines, had offered the usual sand traps, ponds, and such, of course. But these were child's play. These were only hazards.

In addition, there was the tropical heat. Originally, 151 *Enterprise* golfers had signed up for the tourney. When they arrived at the course and noticed the soaring mercury, 30 of the less hardy entrants decided to practice their overlapping grip on a long cool one from the sideline shade. Still others began the round, but couldn't quite drag themselves to the last hole.

And there was the jungle — lush, green and beautiful — but it's no place to use a five-iron, the carriermen assert. Besides the difficulty of swinging with a vine clinging to the club, there was the distinct possibility of having to explain to a 10-foot cobra why that little white ball had disturbed his slumber.

Often, the *Enterprise* golfers found it wasn't necessary to enter the jungle to have a tete-a-tete with the local fauna. One carrierman told of dropping a 20-foot birdie putt, only to have a small green snake come charging out of the hole, dragging the ball out as he came. The tournament officials are still trying to decide how to rule that one.

Despite the difficulties, several of the carrier's golfers carded respectable scores. Marine Corporal L. R. Bryant won the tourney with a 78, Airman Apprentice G. E. Williams shot an 80 for second, and Lieutenant (jg) R. Johnson finished third with 83.

Back on the carrier after the tournament, everyone agreed it was a great way to relax and forget for awhile all of Yankee Station's hazards.

★ ★ ★

John Paul Jones, we heard belatedly, has advanced to Machinist's Mate 1st Class. That was back in the spring, on board *uss Epperson* (DD 719).

Unlike his namesake, the current Jones boy did not start his naval career on sailing ships. His first tour of duty was on the repair ship *uss Everglades* (AD 24).

He became a fireman and later advanced in the Machinist's Mate rating.

Petty Officer Jones does not claim to be any relation to the famous John Paul Jones of the Revolutionary War years, but like his namesake, Petty Officer Jones is a career Navyman.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section 8-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

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• **AT RIGHT: DAILY AFFAIR**—Navy-men aboard the U. S. Naval Station San Juan, Puerto Rico, raise the Stars and Stripes as the Second Marine Division Drum and Bugle Corps play at morning colors.—Photo by C. J. Wiitala, PH1, USN.



REPLENISHMENT AT SEA

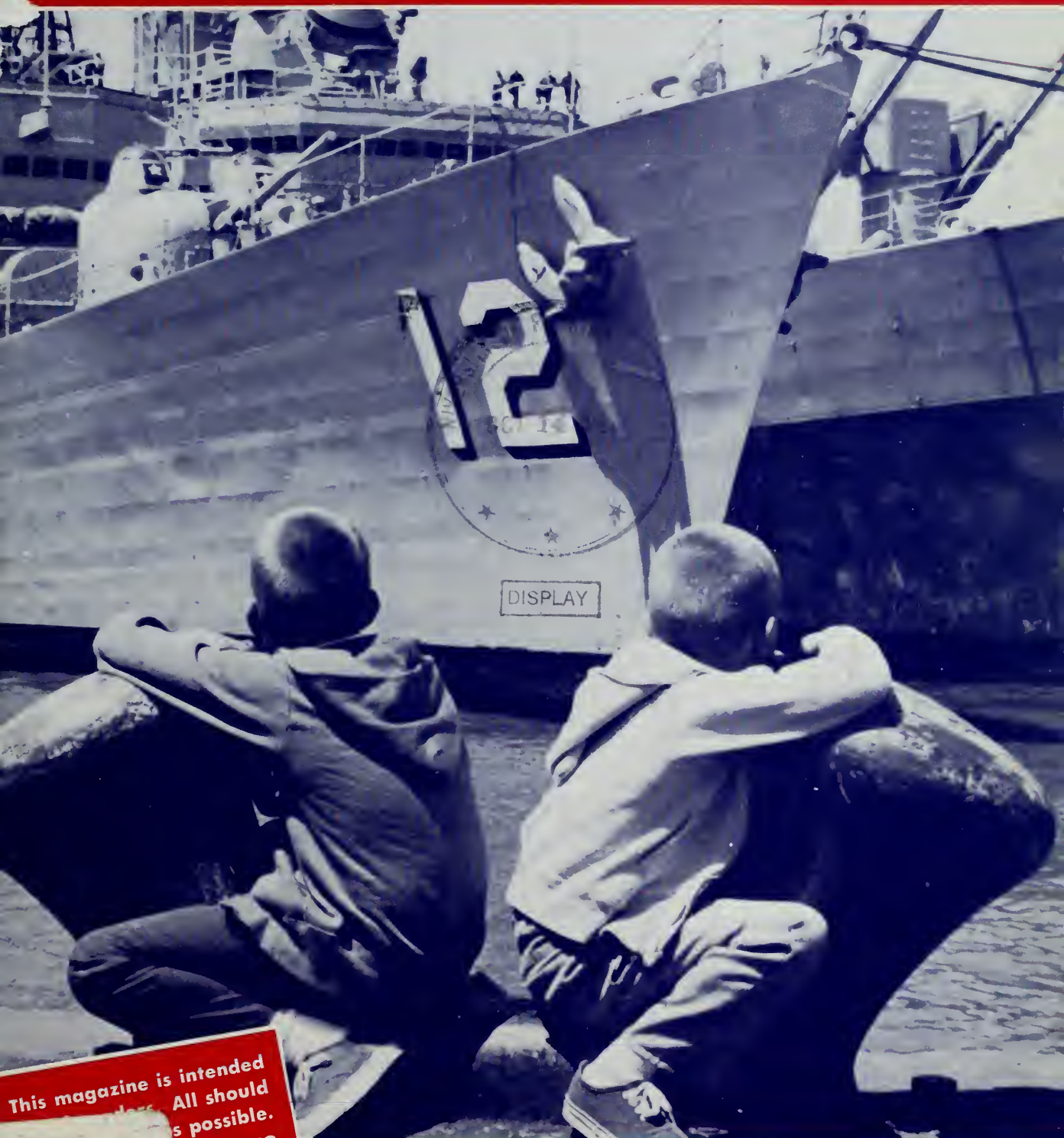


NAVY TEAMWORK FOR MOBILE SEAPOWERS

D.208.3:
621

ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for all hands. All should
read it as possible.
COPY ALONG

OCTOBER 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1968

Nav-Pers-O

NUMBER 621

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel

REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

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Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• **FRONT COVER:** TOMORROW'S NAVY—Two boys admire guided missile destroyer USS Robinson (DDG 12) as she moors at pier 39 in San Francisco. Perhaps they are dreaming of the day when they might set to sea.

• **AT LEFT:** AT THE HELM—Quartermaster Douglas White stands the helmsman watch aboard the nuclear powered guided missile cruiser USS Long Beach (CGN 9).—Photo by LT Skiff, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





LIVING IT UP BELOW—Artist's sketch shows aquanauts at work in vicinity of Sealab III at a depth of 600 feet.

Way Down Yonder in

MAN LIVING and working in the sea for long periods of time smacks more of science fiction than of reality. Nevertheless, he has done exactly that, and largely because of the Navy's Man-in-the-Sea Program.

The basic reason behind the whole project is the need for longer underwater work periods.

A Navy diver using hard-hat equipment, for example, can work for no more than half an hour at about 400 feet. Before he can be exposed to surface pressure, he must undergo three tedious hours of decompression.

Although the situation couldn't be helped, the Navy was rather like the harassed boss whose employees took their 30-minute work break in the middle of a three-hour coffee period.

When scuba gear was developed, man was freed from his cumbersome hard-hat gear but not without some sacrifices. He could dive and work only in relatively shallow depths and his underwater time was limited to the capacity of his air tanks.

Captain George F. Bond, (MC),

USN, made a tremendous breakthrough while he was working on Project Genesis between 1957 and 1963.

Experiments first with animals and later with humans, breathing inert gases under pressure, demonstrated that gases such as helium and nitrogen saturate man's tissues and equalize with the atmosphere around him.

Captain Bond concluded that, once this saturation point is reached, man can remain underwater indefinitely and the decompression time needed upon ascending would be essentially the same as after a short dive.

THIS THEORY enabled the American inventor Edwin Link and scuba expert Jacques Yves-Cousteau of France to adopt a new approach to experiments in underwater living. The theory was also the kicker which led to the U. S. Navy's Sealab I experiment.

Sealab I enabled four Navy divers to live for 11 days in a steel habitat 40 feet long and 10 feet in diameter.

It was submerged in 192 feet of water near Bermuda.

It must be admitted that Sealab I was rather primitive. It was a structure fabricated from two floats which originally supported mine destruction gear.

Comparatively unsophisticated though it was, this underwater home-laboratory was completely self-contained except for its electricity. This came from a generator in a support ship moored above the habitat.

The occupants of the underwater dwelling observed their aquatic neighbors through two 12-inch portholes. The men entered through two manholes in the bottom of the chamber. Since the pressure inside the habitat was the same as that outside, no intermediate locks were necessary.

While the divers were below, they occupied themselves with house-keeping tasks, inspected a Texas Tower for underwater fouling and deterioration, photographed their neighborhood, made sound record-

ings of their neighbors, gathered biological samples and did some geological work.

They also experimented with the use of power tools, tested experimental instruments and did heavy work like pouring concrete.

MORE IMPORTANT perhaps, than any of its accomplishments, Sealab I pointed out weaknesses to man's safety in the sea, especially in life support and communications systems. Working from the known to the unknown, the Navy made plans for Sealab II which was conducted off the California coast near La Jolla at a depth of 205 feet.

This time, three teams each consisting of 10 aquanauts lived underwater for 15 days each. Two of the divers served two tours. One was CDR Scott Carpenter who was on leave from NASA and the other was a physician, LT Robert Sonnenburg.

While Sealab I took place in the warm clear waters off Bermuda, Sealab II was conducted in a dark, cold site. More men took part in the ex-

Sealab III

periment and they lived for longer periods at a greater depth in an environment that was far from ideal.

The combination home-laboratory used during Sealab II was larger (57 feet long and 12 feet in diameter) and it was better than its predecessors.

Heating cables imbedded in its concrete floor compensated for the high heat loss in the helium-oxygen atmosphere.

An anti-shark cage reduced a possible peril faced during the first Sealab. The cage was placed underneath the habitat near the entrance. Rather than keeping all the habitat's gear inside, provisions were made to stow gas bottles outside.

THE SUPPORT facilities for the second Sealab were also more complex. Two barges once used for staging *Polaris* missile pop-up tests were spaced 22 feet apart and connected by a covered structure. The result was a U-shaped vessel equipped with electric power generators, winches, compressors and a crane.

OCTOBER 1968



A WET WORLD—Aquanauts of Sealabs I and II were pioneers in the Navy's Man-in-the-Sea program to develop improved means to work under the sea.



The support ship also had a diver ready room and, perhaps more important still, it had a 10-man deck decompression chamber.

An elevator-like personnel capsule brought the men from the bottom and mated with the 10-man deck decompression chamber, making continuous decompression possible from the time the divers left their habitat.

Electrical power and water reached the undersea dwelling through lines from the Scripps Oceanographic Institution pier. Breathing gas, communications and instrumentation lines were received through an umbilical cable from the support ship as well as a line connected to a secondary power source.

Even though more Sealab II aquanauts spent more time underwater than before, they were, nevertheless, busier than their Sealab I predecessors.

The Sealab II aquanauts had more housekeeping tasks—not sweeping and dusting, but replacing leaky



LIKE A FISH—An aquanaut swims past his home beneath the ocean.

valves, repairing pumps and gauges and testing torque wrenches. There were other activities, too.

One of the more important of the other jobs was simply breathing. Sealab I aquanauts had inhaled an atmosphere consisting of 80 per cent helium, four per cent oxygen and four per cent nitrogen.

This blend was changed for Sealab II to a helium content which varied between 77 and 79 per cent, a nitrogen content of 18 per cent and an oxygen content of from three to five per cent.

Lithium hydroxide was used to remove carbon dioxide from the air and charcoal removed odors.

Such an exotic breathing mixture had some disadvantages. For example, it distorted sound to the point that everyone in the habitat sounded like Donald Duck, but it also had a compensating virtue—it promoted healing.

AT ONE POINT, a scorpion fish stung Aquanaut Carpenter, causing his arm to swell several times its normal size. The sting provided

How to Be an Aquanaut

Not just any diver can be an aquanaut. He must also be something of a biologist, ecologist, acoustics expert, oceanographer, salvager, photographer and communications man—to mention a few related fields.

In addition, he must be expert in the Sealab III habitat and in the use of its support equipment.

Sealab III aquanauts were drawn from the ranks of U. S. Navy first class divers with Fleet experience, all of whom had been trained at the Deep Sea Diving School in Washington, D. C.

Civilian aquanaut candidates, as well as those from the navies of British commonwealth nations have had similar training and experience.

Specialized instruction was also given to the aquanautical students at the Underwater Swimmers School at Key West, Fla., and at the Deep Submergence Systems Project Technical Office at San Diego, Calif.

In addition to standard dives using scuba and hard-hat equipment, prospective aquanauts are subjected to the pressures which they will experience at the 600-foot Sealab depth.

They become accustomed to the

breathing gas mixture which they will use, and are trained in the use and maintenance of the semiclosed Mark VIII scuba which will be tested, as well as the electrical and isotope heated wet suits to be used during the experiment.

Some of the men receive other special training. Photographers, for example, learn to install and maintain a special camera-lights package at the Sealab III test site. Hospital corpsmen learn to use special equipment for biomedical analysis in the Sealab and also how to monitor the habitat's atmosphere. Technical training is also given in the use of special underwater tools.

At a given point, the candidates for the aquanaut title are selected and divided into five teams of eight men each. Those who didn't make the underwater teams are assigned as support divers to be based in the Sealab support ship, *Elk River* (IX 501).

About six months before Sealab III was scheduled to begin, groups of aquanauts went to San Francisco to take part in the systems integration tests to make sure all parts of the equipment—the support ship, diving systems and habitat—func-

tioned properly in relationship to each other.

By this time, of course, each aquanaut was expected to know his own equipment and also a multitude of valves, gauges, levers, plugs, outlets, switches and indicators in the habitat and, to a lesser degree, in the diving system.

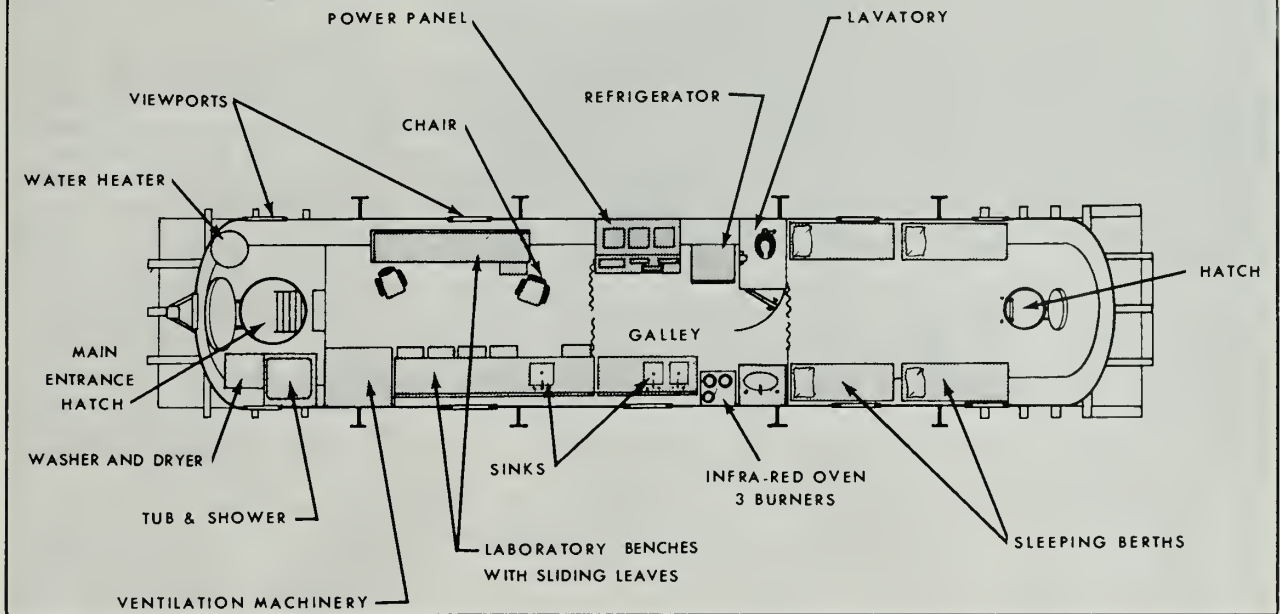
Two weeks before the experiment begins, the surface support ship and the habitat will be moved to the Long Beach Naval Shipyard for shallow water tests. Here the habitat will be lowered to a depth of about 45 feet and the entire Sealab III complex will undergo the same tests performed in San Francisco.

A few days before the experiment begins, the surface support ship, habitat, support craft and the aquanauts will move to the test site off San Clemente Island, where the habitat will be lowered to the bottom in 600 feet of water.

The aquanauts will help with this job and take a last-minute look at the status of the Sealab III components. That ends the training.

From then on, everything is for real. Man's most ambitious effort to explore the ocean depths by living on the ocean floor will be underway.

SEALAB III INTERIOR - TOP VIEW



an opportunity to test the effect of drugs in the pressurized atmosphere. The patient completely recovered within 24 hours.

Tuffy, an Atlantic bottlenose porpoise, also played a part in Sealab II. Tuffy demonstrated he could function as rescuer of a lost aquanaut and as a delivery boy for transporting tools, messages and other oddments between the surface and the habitat.

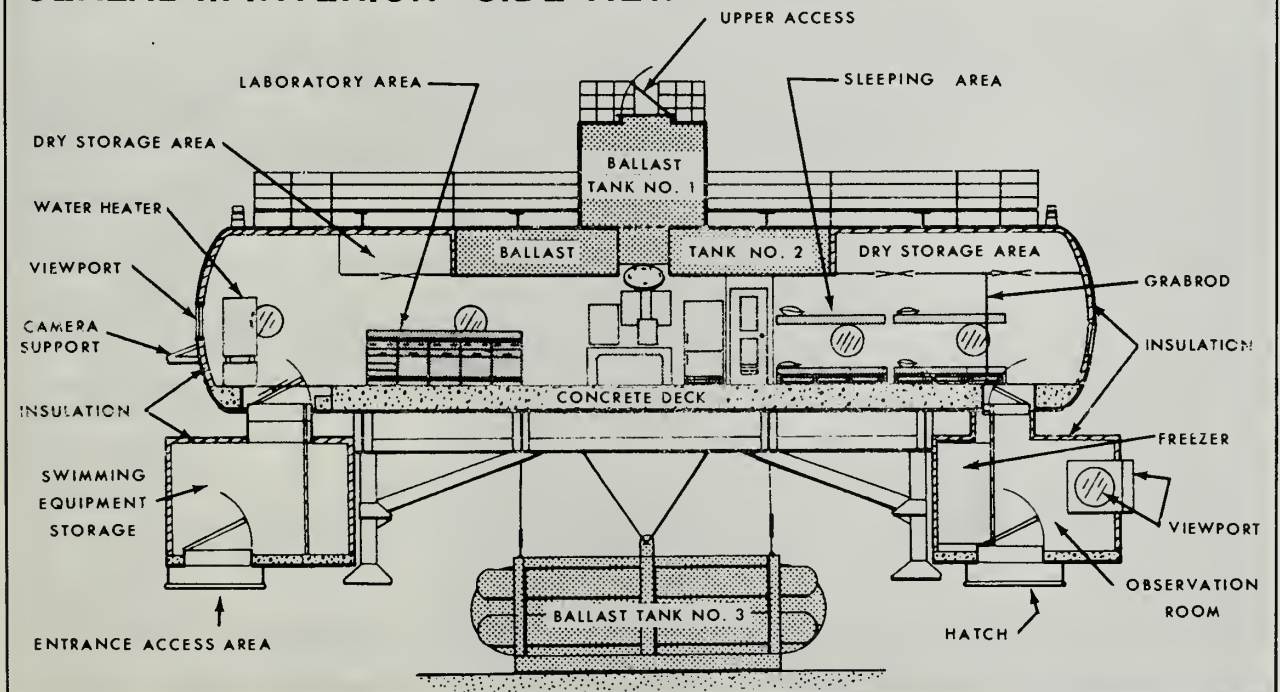
Spectacular though Tuffy's performance was, the show still belonged to the people-types. Tuffy, after all, was at home in the sea. Man was not.

By the time Sealab II had ended, 28 Navymen and civilians had spent more than 450 man-days on the cold, dark ocean floor as subjects for physiological experiments and underwater workers in salvage, oceanography, geology and construction.

In addition, the aquanauts experimented in the use of heated suits during their excursions outside the habitat, pointing the way to conquering the cold of the sunless sea bottom.

Sealab II proved what had already been strongly suspected—that man could live for a month in the water at least 205 feet deep, yet be reasonably independent of the sur-

SEALAB III INTERIOR - SIDE VIEW



face and capable of doing useful work without adverse effects.

THE EXPERIMENT also provided fuel for further investigations when the aquanauts discovered they could descend to depths considerably below the habitat. They also learned they could either adapt themselves to the cold of the ocean floor or warm themselves with the electrically heated suit they tested.

Work, of course, was one of the more important features of the Sealab II experiment. The divers proved they could do a variety of undersea jobs using improved tools and techniques to compensate for, among other things, the aquanauts' relative weightlessness. Tuffy proved an animal could be employed for useful jobs.

This year, Sealab III will apply the knowledge gathered during

earlier experiments in undersea living. The site chosen this time is off San Clemente Island, Calif., which has been developed into a permanent ocean engineering test range.

Sealab III will not present a radical departure from the course followed by its predecessors.

Aquanauts will continue to experiment in salvage techniques, do oceanographic and marine biological research, and offer themselves as subjects in a series of physiological and human performance tests.

NEEDLESS TO SAY, this program will require more and better equipment than has been used in any of the previous Sealabs.

Improvements began in the support ship—a World War II landing ship, *Elk River* (IX 501), converted to serve as a range support ship.

Elk River will have a 65-ton ca-

capacity traveling gantry crane, two deck compression chambers and two personnel transfer capsules. Each will accommodate four men for prolonged decompression.

The two transfer capsules will take the aquanauts directly to the decompression chambers without exposing them to the surface atmosphere.

While the aquanauts live and work in the sea, two vans mounted on *Elk River's* deck will function as a command center and a medical monitoring facility.

The vans will be equipped with everything necessary to measure and control factors affecting the safety and well-being of the aquanauts.

The men on the sea floor will communicate with the surface by means of an umbilical cable connecting the ship and the habitat. The cable will also carry water, breathing gas, television transmissions, electrical power and recording signals.

The divers who participate in Sealab III will, as in Sealab II, be selected from the ranks of Navymen and civilians. This time, however, the teams will be multinational—British, Canadian, Australian, New Zealand and the United States. They will remain on the ocean floor for 12-day periods at a depth of 600 feet.

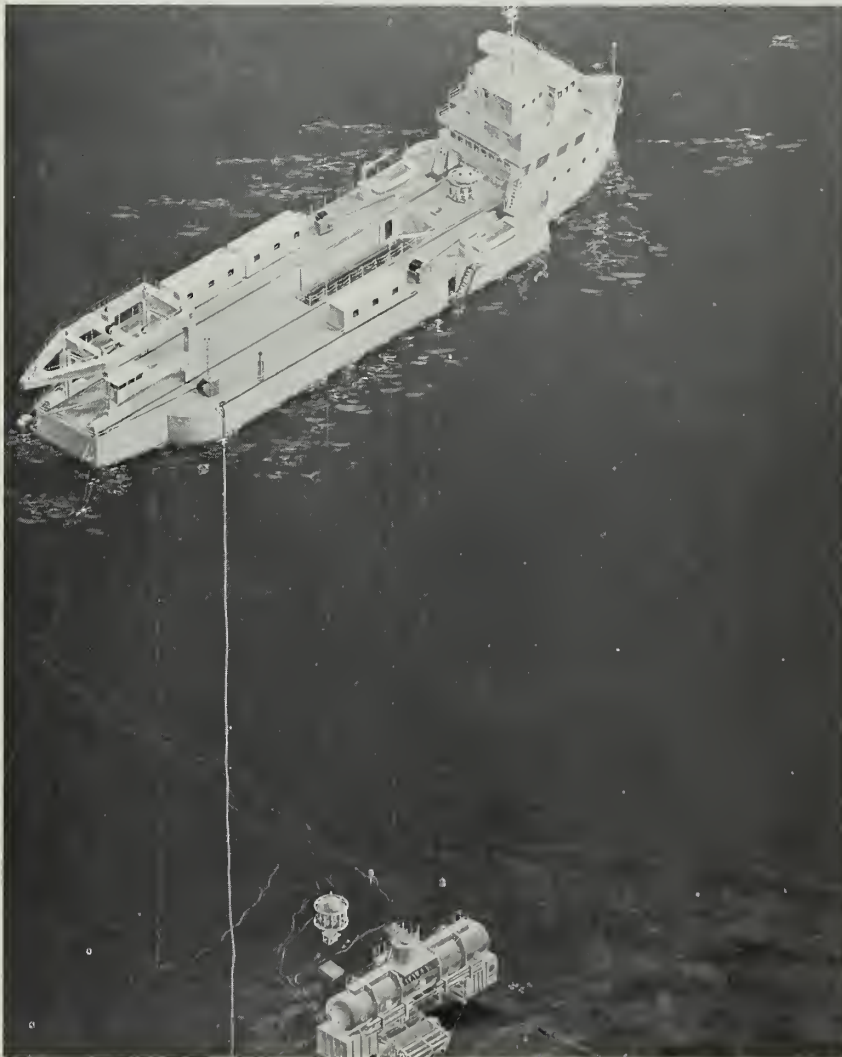
This depth is appreciably greater than that of former Sealab habitats. Extensive physiological testing will be conducted to inform observers on the surface of the men's reactions to work outside the habitat as well as living within. Work outside the dwelling will consist of experiments with foam and salvage jobs and taking part in underwater construction.

The aquanauts will also study marine biology and geology, conduct sonic research and evaluate thermal wet suits.

THREE TYPES of cold resistant clothing will be used. One will resemble a form-fitting electric blanket—an improved version of the underwater suit worn during Sealab II. Another suit resembles a tube through which warm water circulates over the aquanaut's body. Both suits will be electrically operated by power which reaches them through a cable linking the suits to the underwater chamber.

A third type being tested uses a radioisotopic heating device. The

THE WHOLE WORKS—Sealab III support ship, converted WW II landing ship *Elk River*, is shown at work in the Pacific 600 feet above men of Sealab III.



garment resembles a suit of long underwear — not a radical departure from any point of view, for such a garment has been worn, among others, by divers and also by NASA astronauts. However, the fabric of this suit will contain tiny plastic tubes which will circulate warm water over the diver's body.

The water will be warmed by a bottle-shaped heat exchanger which contains four capsules of plutonium-238 fuel.

In addition to new types of wet suits, a new kind of scuba equipment will also be tested. It is called Mark VIII and breathing gas reaches it through an umbilical attached to the habitat, although the aquanauts will carry a secondary gas supply on their backs.

The umbilical between the scuba gear and the habitat also will carry cables for electricity to power lights and communication and to provide warmth.

SEALAB III will have two rooms more than its predecessor. They will measure eight by 12 feet and be located at the bottom of the habitat. One will be used for a diving station, the other as an observation and storage compartment. The showers will be located in the diving room, and there will also be more space for removing the aquanauts' scuba gear.

The second level of the habitat will be divided into a laboratory, galley and bunk room.

The breathing gas will depend more upon helium than before. The aquanauts will breathe a mixture consisting of 95 per cent helium, three and one-half per cent nitrogen and one-half per cent oxygen.

As in Sealab II, a lithium-hydroxide scrubber will purge the atmosphere of carbon dioxide and odors will be removed with charcoal.

Humidity will be controlled electrically and the interior will be heated to 88 degrees by radiant heating cables imbedded in the floor. The high temperatures will compensate for the loss of body heat in the helium environment.

Sealab III will be the most ambitious Man-in-the-Sea project undertaken to date. If all goes well, it will continue for at least 60 days, during which five or six teams totaling 40 Navymen and civilians will live on the floor for 12-day periods.



ALL IN THE JOB—Biological specimens are collected and (right) Tuffy, who worked with men of Sealab II, is trained to respond to an acoustical device.

Tuffy the porpoise will also be a part of the Sealab III experiment and will be joined by two sea lions and a harbor seal for search and rescue purposes and delivery of small items. They will also be used as photographer's assistants and as propulsion aids.

Just as each Sealab has pointed the way for the experiment in under-sea living which follows, Sealab III should help establish future goals and missions for continuing the Navy's Man-in-the-Sea program.

The goal is to enable swimmers to operate at 850 feet of water, covering the average depth of the continental shelf.

PERHAPS future technology will produce equipment which will make man capable of living and working at even greater depths. On the other hand, greater depths may prove too much for the human physique and mind.

There is also the possibility that technology will produce less expensive and more satisfactory methods of exploiting the sea than by using man.

At present, however, *homo sapiens* is the instrument for doing underwater work and the equipment being produced is oriented toward producing sea-floor habitats which are completely independent of surface support.

This means that man may one day live and work submerged, even under ice, yet be completely independent of surface support.

Movable habitats are also being developed, although the ultimate form they will take has not yet jelled.

They may be crawlers or they may be submarine-like vehicles. Whatever their appearance, they will enable aquanauts to cover a relatively large portion of the ocean floor without having to go through decompression.

The military uses to which the Navy's Man-in-the-Sea program can be applied are numerous and most are apparent, although some strain belief. The same thing could be said of future civilian benefits which could be reaped.

In the meantime, the Navy will continue to accumulate knowledge from past experiments and look toward the years ahead.

Even now, technologists have projected plans which will place man in water 1000 feet deep within two or three years. He will, if the projection proves correct, be able to exploit the sea as a source of protein as well as organic and mineral riches.

Some have speculated that it would be possible for a man to dive freely as deep as 10,000 feet for brief periods. If that day comes, the diver probably will breathe liquid which has been supercharged with oxygen and pumped directly into his windpipe and lungs. This technique has been suggested for present-day Sealab habitats.

Sealab III will be a fine mixture of the known being used to conquer the unknown—as have all the experiments which preceded it. Perhaps using this same procedure, man will someday walk the abysmal plain and look back to the Sealab experiments being conducted now as the first steps toward providing the human race with an entirely new dimension in which to live and work.



EATING ON THE BOTTOM—Aquanauts enjoy meal in Sealab I. Sealab III will gain from experiences of predecessors.

This Little Restaurant Has a Different Atmosphere

IT'S THE HELIUM that does it.

When Sealabs I and II were planned, everyone assumed that feeding the aquanauts would be no problem. If there's plenty of food available, what's so tough about feeding hungry men?

Nothing, really. But the helium in the atmosphere introduced certain unexpected problems.

Fresh eggs couldn't be served because their yolks exuded toxic sulfide gas. The shells of boiled eggs produced another toxic gas. Frying brought forth acrolein, which was also poisonous. So eggs were out.

This more or less reduced breakfast to toast and coffee, and anyone who thinks you can't go wrong on toast should live in a Sealab.

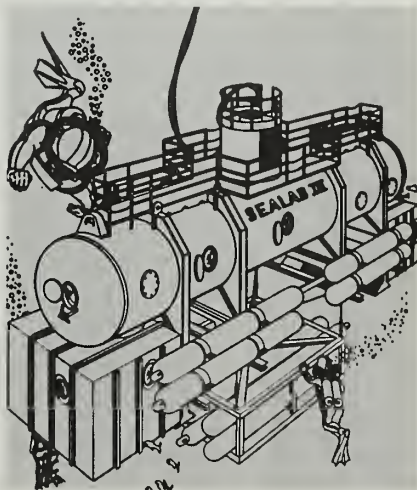
The helium atmosphere so sharply curtailed its occupants' sense of smell that they couldn't detect the odor of burning toast and anyone who can't smell burned toast, just can't smell. At one point, the entire crew was threatened by some unnoticed pieces of incinerated toast busily poisoning the atmosphere.

For those who couldn't start the

day without a good cup of hot coffee, Sealab was an unhappy experience. It was always cold. One of the characteristics of helium is its ability to disperse heat rapidly, including that in a cup of coffee.

Water refused to boil until it reached a temperature of 328°. Griddle cakes were uncooked on the top but burned on the bottom and so did the aquanauts' fingers.

As the coils of the electric stove



failed to glow in the helium-charged atmosphere, fingers well done became a specialty of the medical department.

WITH SUCH LIMITATIONS—actual and self-imposed—the aquanauts supplemented the menu by harvesting the plankton floating past their home. Actually, they enjoyed the do-it-yourself food as much as anything, finding it had a pleasant, nutty and slightly sweet taste. Everything else, however, was doused with catsup and sprinkled with seasonings to raise the taste to an edible level.

There was at least one pleasant gastronomic surprise (besides plankton) during the first two Sealabs. The most spectacular occurred when a cake was sent below in a pressurized container in celebration of an aquanaut's birthday.

When the cake was removed from its container, it promptly collapsed and was put aside by the morose aquanauts. A few hours later, the cake rose in all its original glory. It was promptly seized and eaten. (The scientists are expected to come up

with an explanation for the cake's re-raising.)

Another surprise occurred when the aquanauts surfaced after Sealab II. With all their culinary difficulties, one might have expected them to lose weight. Instead, each gained an average of five pounds.

The planned diet included a daily intake of 4000 calories, high in protein and carbohydrates. Actually, the aquanauts wolfed down 6000 calories a day—most of it high energy food like peanut butter, which Tuffy the porpoise ferried between surface and Sealab.

The added weight put on by the aquanauts resulted from a steady increase in the diet of fat-producing food plus a growing rejection of canned or cartoned foods.

Sealab III will profit from the experience of its predecessors. The Navy Subsistence Office has developed a menu which provides a minimum of 4500 calories a day.

Meals will consist principally of precooked frozen entrees—meat items such as turkey and pot roast. Soups, fruits and vegetables will come from cans although fresh produce will also be available. Fresh bread will be sent below every four days in pressurized containers.

Frozen baked desserts—mainly cakes—will be featured on the menu and pre-frozen pies will also be used.

THE USE OF prepared foods pretty much eliminates the problem of burning and also the danger of poisoning the atmosphere. Since there is no professional cook aboard, cooking has to be simple. After all, even an aquanaut can simmer a frankfurter.

An infrared oven will be used in the Sealab III galley. It has the virtue of heating things quickly. Each food package will include dial settings for heating the contents alla-infrared.

In addition to the infrared oven, the galley will also have a four-burner electric range, a double sink with hot and cold running water, 30 cubic feet of frozen food space and 10 cubic feet of refrigerator space for dry foods.

Dry storage foods for 60 days will be preloaded in the Sealab III habitat before it is lowered to the ocean floor. Frozen foods capable of feeding three teams (36 days) will also be placed aboard at that time.



COOKING in nitrogen and helium atmosphere presents numerous problems.

Frozen food for the last two teams will be sent down via a dumbwaiter system and loaded aboard.

THE AQUANAUTS were polled on their special preferences in food. This time, shrimp seemed to emerge as a favorite and it will be the only dehydrated edible in the habitat.

It isn't that the Navy is prejudiced against dehydrated foods. Any Navyman can tell you it isn't. It's just that such foods tend to powder when opened under high pressure.

To avoid becoming pulverized, the shrimp will be opened and preloaded before the habitat leaves the surface. Then the pressure of the shrimp

and the atmosphere of the Sealab III habitat will equalize as they descend to the sea floor together.

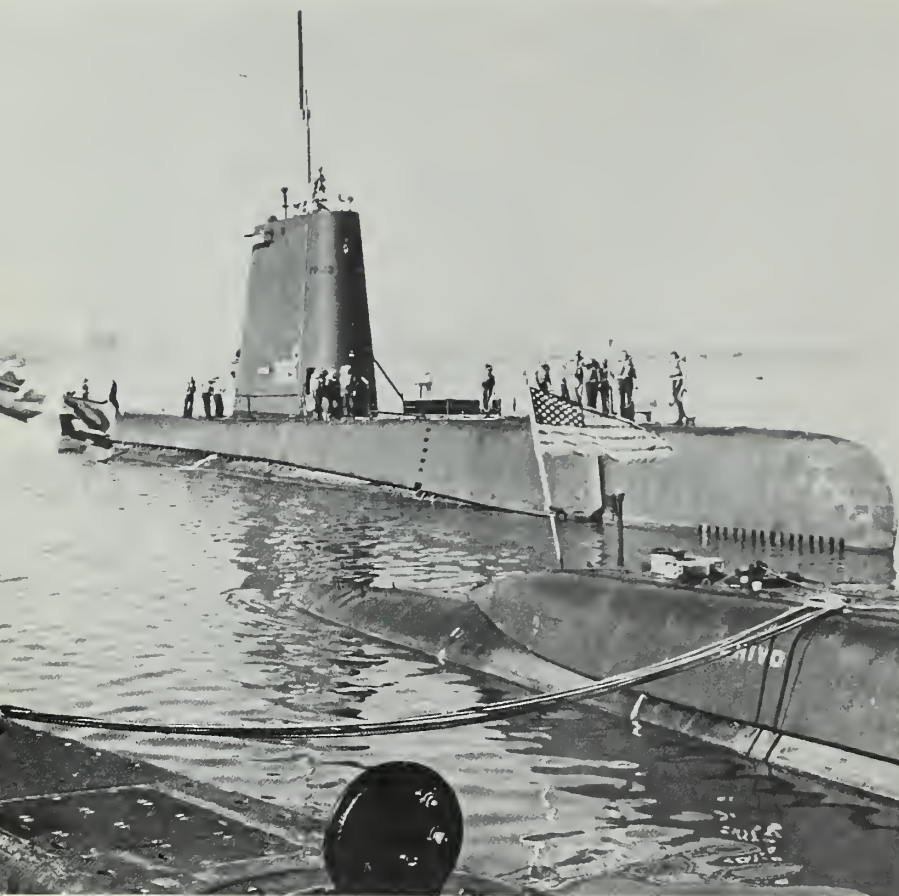
Monotony should be avoided this time, too. Menus have been planned on a six-day cycle so each team will repeat a meal only once. And everyone should find something, besides shrimp, that he likes.

The variety in the Sealab III cuisine includes items from hamburgers to veal parmigiana and baked lasagne. Desserts include pecan and lemon chiffon pie, spice cake and ice cream.

If, after all that, the aquanauts get hungry, they can snack on soups, cheese, crackers with jelly and drink fruit juices.

SEALAB III will provide aquanauts with a minimum of 4500 calories a day.





USS BANG (SS 385) moves into mooring at San Juan, P. R. Below: Submon checks his locker.



THE MEN who wear the gold and silver dolphins of the United States Navy Submarine Force are proud, dedicated and respected men. To earn the privilege of wearing the dolphins requires many long hours of study and training.

Life aboard a submarine is drastically different from that in other Navy ships. The safety and very lives of the entire sub's crew are dependent on each man's knowledge of his job and his ship.

All submariners are volunteers, for

the work and training required of them are arduous. Each man must know his boat . . . know her thoroughly, completely and intimately. The submarine's basic design makes her a complex piece of machinery and requires of her crew constant training to understand and operate her.

The enlisted submariner's training starts with basic schooling at New London, Conn. After graduation, the men are assigned to a submarine and begin a program of study assignments and qualification questionnaires. Every man, regardless of his job specialty, must be able to perform a number of shipboard duties before being eligible for his dolphins. After a man is completely checked out in every compartment of the submarine, which takes about six months, he is given an examination by the officers of the submarine. If he passes the exam, he is presented by recommendation to the com-

The Men

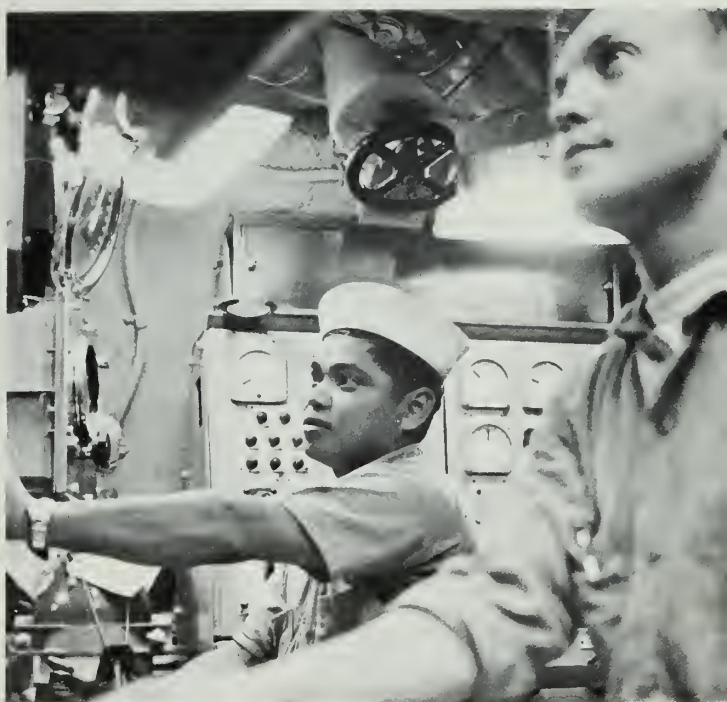
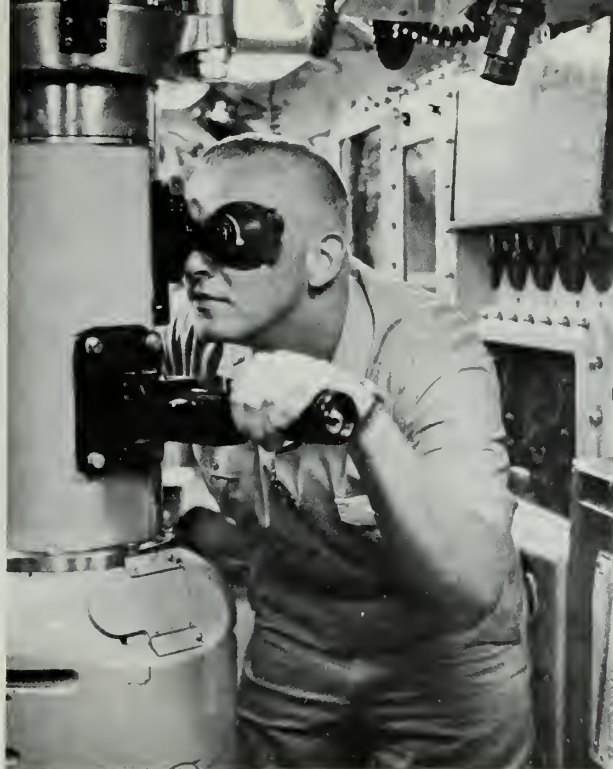
manding officer as qualified for his silver dolphins.

Officers' qualifications follow the same general pattern, but are more detailed. Officers normally require at least 12 months to qualify for submarine duty. The officer is given a formal examination by a division commander and two submarine commanding officers. To qualify, he is expected to get the submarine underway and moored, conduct a submerged attack on a surface target, and dive and surface the submarine.

XO LCDR S. G. Alexander checks sub's operations; P. J. Moore, TM1, makes repairs; and G. A. Simpson, TMC, watches 'Christmos tree.'



ALL HANDS



LTJG W. T. Cederholm, Conning Officer, takes a look; B. F. Calub and J. Zurr man controls; and (below) Bang pulls in.

Who Wear the Dolphins

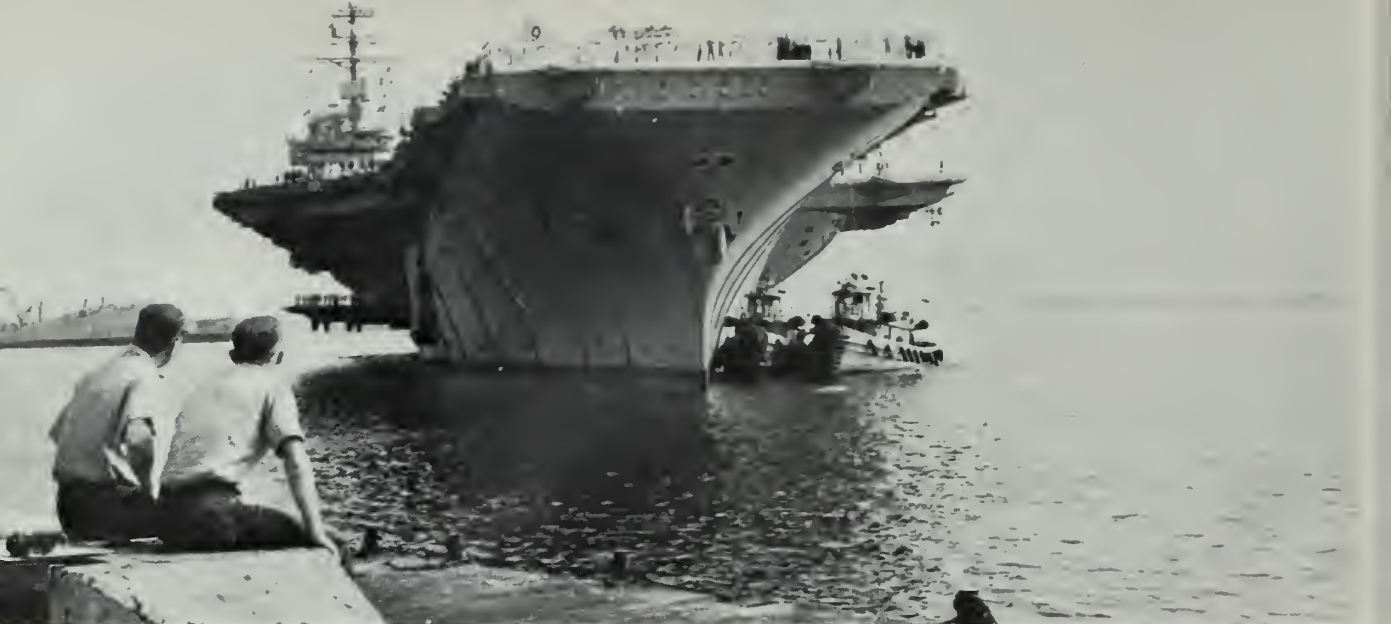
Everything a man has to offer mentally and physically is demanded of a submariner. A submariner must be able to live for extended periods of time in confined spaces with the rest of the crew. There is no room for personality clashes in a sub. He must be in top physical condition, for submarines carry no doctors, only a hospital corpsman. The submariner's body must be capable of withstanding the stress of a physical escape from 200 feet below the ocean's surface.

Some of the benefits a submariner receives include extra pay for hazardous duty and plenty of good food served six times a day. If regular meals are not enough, he can go to the galley and cook whatever he likes by just signing the food log book.

Perhaps the happiest day in the life of a submariner is the day his commanding officer presents individual dolphins at formal quarters. Each man knows he is now fully accepted as a member of one of the Navy's most elite services, the Submarine Force.

—Story and photos by
C. J. Wiitala, PHC, USN.





BIG JOB—Navy tugs push at bow of USS America (CVA 66) as she is eased toward pierside of Cubi Point, Philippines.

A SIGHT TO SEE *Tugmasters on*

IT'S THE RAINY SEASON at Cubi Point, Philippines, where stormy winds often blow up to 35 to 40 knots. Sometimes, visibility is so poor you can't see the stem of a ship.

Despite the weather conditions, ships of the Seventh Fleet continually find their way from the South China Sea through the torrential rains to dockside, but only with the help of a handful of tugboat skip-

pers and harbor pilots who literally get away with pushing the Fleet around even during a downpour.

The number of tugs used in any docking depends on the weather. As wind velocity increases, so does the number of tugs needed. Four to six is usually the number, especially when the customer ship is an aircraft carrier.

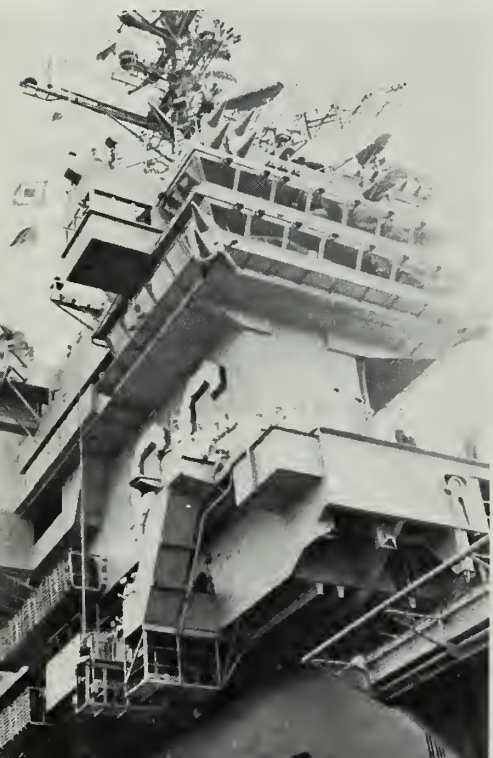
Like bandits waiting for a stage-coach, the tugs rendezvous in the middle of the bay while one of them picks up a harbor pilot at Port Services and intercepts the ship as it

passes Grande Island at the mouth of the bay.

Once on the flattop's bridge, the pilot takes charge of docking procedures and assists the OOD in giving commands to the helmsman.

As the carrier enters the protected waters, the pilot signals the tugs to move in and make-up, or tie up, with the ship as she rounds Cubi Point. Leyte Pier, the docking site, becomes the point of interest as the pilot guides the ship toward it at a 45-degree angle. By walkie-talkie he tells the tugmasters when to back

HIGH AND LOW—Looking down from pilothouse (right of signal flags) pilot guides carrier in. *Rt:* Down at water level tugmaster watches as he pushes bow.





HARBOR PILOTS and tug skippers go to work with precision as they bring large carriers safely through harbor to dock.

the Job

off or push forward, a touchy task in a brisk breeze.

Meanwhile, boatswain's mates shoot or throw lines from the carrier to a dock working party as the warship eases close to the camels separating her from the pier. Tugs tied together at either end of the carrier respond to the steady control commands of their masters as they carry out the harbor pilot's instructions.

One of the three harbor pilots responsible for safely docking the fleet ships is a retired chief boatswain's mate, Jack Berry.

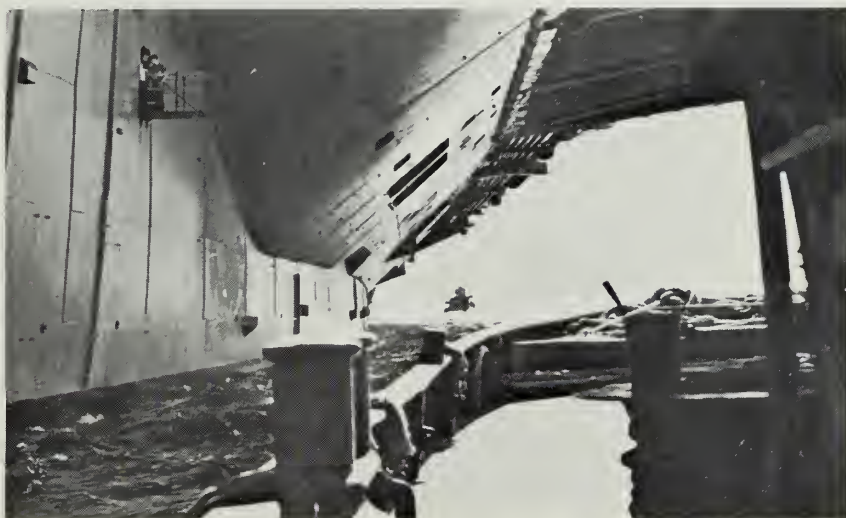
"Carriers offer no special problems, other than their sheer size," says the veteran seaman. This becomes a major factor, agree the tugmasters, for when a brisk wind turns the high-hulled ships into sailboats, the little tugs really have to flex their muscles. But the larger ships, such as the carrier, can help the tugs through the use of their four propellers by backing down on one set of screws while going forward on the other set. This aids the pilot in fighting the wind.

Usually within the hour, after a last gentle nudge by the tugs secures their charge next to the pier, all lines are doubled, telephone wires connected, water and fuel lines hooked up.

—Story and photos by
Kenneth B. Dalecki, JO3, USN.

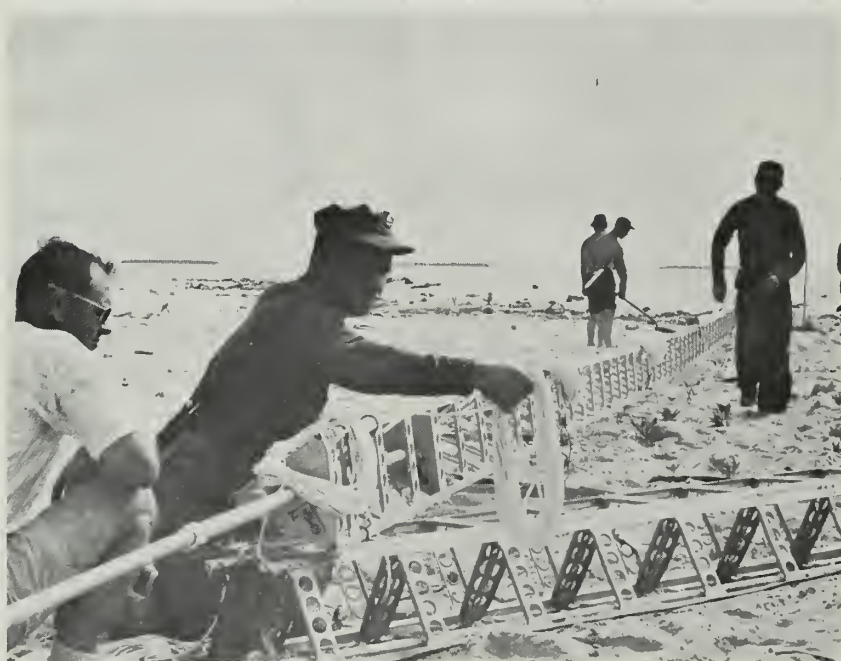


TEAM MEMBERS—Dockmasters communicate with pilot as they check ship's approach to the dock. Below: Carrier drops lines as Cubi tugs come alongside.





BOTTOM BUSINESS—Soundboat traces ocean floor. Below: Antenna is raised.



AS IN THE pioneering days, the Navy has a modern day trail-blazer. In this instance, it is *uss Maury* (AGS 16).

Officially designated as an auxiliary general survey ship, *Maury* is charged with the job of charting the ocean depths and shipping lanes, and producing those charts which serve as navigational guides to Seventh Fleet vessels and other mariners.

As a result of the Vietnam build-up, it became necessary to bring up to date the pre-World War II navigation charts to ensure the safe passage of the increasing number of ships plying the waters off the coast. *Maury's* original six-month deployment in 1967 was extended to nine months to permit her to cover the

USS *Maury*

areas which the U. S. Naval Oceanographic Office felt it needed charted.

By the time *Maury* had completed the job she had covered nearly 15,000 miles, many of them in rough weather or in the vicinity of the enemy in river waters.

The general area of the surveys included the northern half of the Mekong Delta from Vung Tau to the Bassac River. From these surveys, 14 four-color field charts have been made—the first since World War II.

Producing these charts was an all-hands effort. It included the boatswain's mates and seamen in the 52-foot soundboats which do the bulk of the actual survey work; the Seabees and Marines in the hydrographic division; and the lithographers and photographers working in the print shop.

A TYPICAL day of operations would see the soundboat crews rising at 0430, loading their boats and striking out for their designated areas before dawn. When they reached their position (precisely determined by signal from beach camps located on shore), the soundboats would begin collecting their raw data.

This information is gathered from two main sources—the fathometer



CHART HEADQUARTERS—USS Maury (AGS 16) rides at anchor off Mekong Delta with her four soundboats alongside.

Ocean Map-Maker

and from the Raydist navigator.

The fathometer records the depth of each sounding on a graph, and fix numbers are written at certain intervals as check points.

The Raydist is an electronic device for pinpointing geographic position by coordinating the signals received from beach camps at the time each fix is taken. This information is recorded in graph form on the Raydist tapes.

Data is recorded in the sounding journal, which is basically an information sheet containing position and depth of each sounding.

The drafting room takes over from here. When the figures are checked and proven correct, the soundings are plotted on a smoothsheet.

Hundreds of soundings fill this sheet, delineating a precise picture of the ocean bottom. Contour lines and shorelines are drawn. The sheets are then photographed and reduced to the scale of the chart.

The draftsmen then trace the shoreline and other prominent geographical features on the translucent "drafted original." This is again photographed and from the resulting negative, lithographic plates are made.

AS A FINAL touch, IBM cards are punched which give time, fix

number, position coordinates and soundings. These are sent to the Oceanographic Office in Washington, D.C., for processing into complete hydrographic charts.

It's tricky work under the best of circumstances. Because there are so many variables, an error or equipment failure can upset the entire operation and nullify days of work. Rain and rough seas can interfere with radio signals and make it difficult to stay on course.

The enemy provides another annoyance. At one time, a soundboat took a direct hit from a 75-mm shell while operating close inshore along one of the Bassac River branches. Her Coast Guard cutter escort ship suppressed the fire and towed the crippled soundboat back.

The crew was back at work the next day.

—Text by Jack McBride, JO3.

Photos by S. C. Wyckoff, PH2.

ON SHORE—Electronics technicians man signaling gear at the beach stations.



THE RIVERINE

A MUTTERED WARNING from a breathless Vietnamese who appeared to be fleeing the Viet Cong had signaled the beginning of a fierce action fought by elements of the Navy's River Assault Flotilla One in the Mekong Delta.

Operating in support of U.S. infantry, a group of flotilla craft was sweeping the water crossroads of the Ba Lai River and the Giao Hoa Canal about 10 miles southeast of My Tho. In the process, a crewman on the lead boat—an Assault Support Patrol Boat (ASPB)—sighted a swimmer. The craft slowed and took him aboard.

"He claimed to be an ARVN interpreter," recalled Engineman 3rd Class Arthur L. Mann, "and kept muttering 'Beaucoup VC!' and pointing to the beach ahead."

Not yet certain of the man's true identity, the crewmen led him to a compartment, then remanned their battle stations. They proceeded with caution, but quickly learned how accurate the swimmer's warning had been.

"I remember going through the door to question the ARVN some



SCOUTING—Monitor Boat Captain M. Hanbrick, BM1, eyes shoreline.

more," continued Mann, "when we took a direct hit in the conning station from a 75-mm recoilless rifle. The concussion blew me out the door and onto the stern."

The boat's engines went dead and all electrical power was cut off. Wiring burned in several places. The

power loss disabled both the 50-caliber machine gun mount and the 20-mm cannon mount. On top of that, the steering failed.

OUT OF CONTROL, the boat made a long arc and ran up onto the beach about 15 yards from the VC bunker that was pouring on most of the fire. In a matter of minutes, the boat had taken four B-40 rocket hits. All seven crewmen, including PO3 Mann, were wounded, but only the boat captain was unable to man a gun.

"The rest of us grabbed anything that would shoot," continued the engineman. "And that is just what we did—shoot."

For 15 minutes the crew poured hundreds of rounds of 30-caliber machine-gun fire, 40-mm grenades, M-16 rounds, and even 12-gauge shotgun rounds into the VC positions. This discouraged any attempts by the enemy guerrillas to approach the beached boat's bow settled in the mud.

Meanwhile, another ASPB tried to reach the beach and take the besieged boat in tow, but the enemy

CLOSE WORK—Armored troop carriers (ATC) maneuver up narrow canal during operations in the Mekong Delta area.



FORCE

fired another barrage of rockets and recoilless rifle fire which drove the would-be rescuer back, heavily damaged.

"We finally were pulled off by a monitor gunboat," concluded Mann. "With its heavy firepower and armor, it was the only thing that was able to reach us. They put lines across, then passed more ammo so we could keep firing."

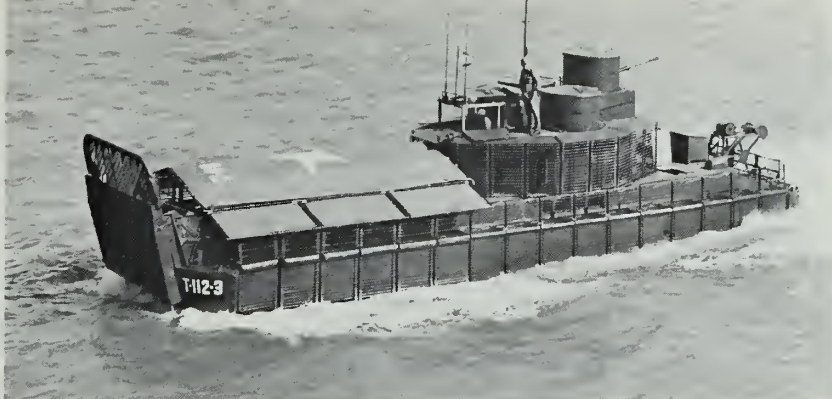
After awhile, the ASPB was free of the beach and the monitor towed it into midstream where a medical aid boat equipped with a helicopter came alongside. The seriously wounded crewmen were evacuated to nearby Navy ship medical facilities.

Twenty-five minutes had passed since the swimmer had given the initial alert sending the patrol craft and other river assault boats into one of the heaviest concentrations of Viet Cong firepower yet encountered in the Delta. Altogether, 10 Navy-men had been wounded—four boats badly damaged. The only fatality was killed by the first round to hit the ASPB.

THE NAVY MONITOR that pulled the assault boat clear isn't sleek or fast. It's almost ugly. But, when it comes to keeping the rivers clear of VC, or assisting troops ashore, or lending fire support to sister craft in trouble, it has no equal. As the riverine battlewagon, she bristles with guns.

Sitting on the bow is a 40-mm automatic cannon enclosed in an armored turret that looks somewhat like the turrets mounted on the ironclads of Civil War fame. The rest of her arsenal consists of a 20-mm cannon, an 81-mm mortar, two 50-caliber machine guns with automatic grenade launchers mounted above, two 7.62-mm machine guns and a large assortment of small arms. One monitor is equipped with a flamethrower.

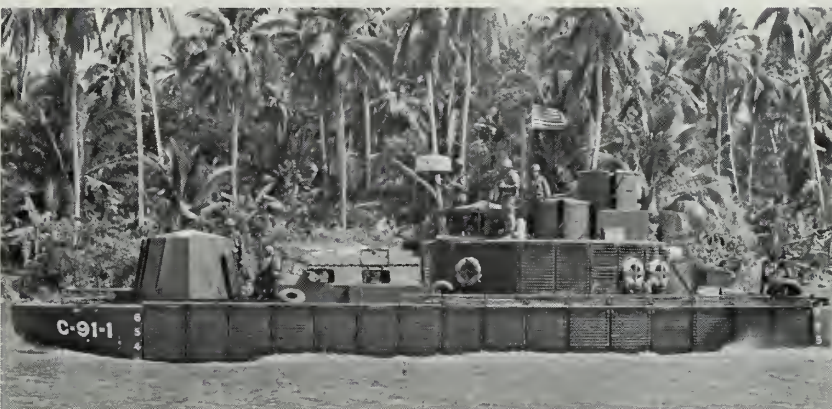
Together with four other types of riverboats, the modern-day ironclads arrived in the northern sector of South Vietnam in March of this year to make up River Division 112, Squadron 11, of the river flotilla.



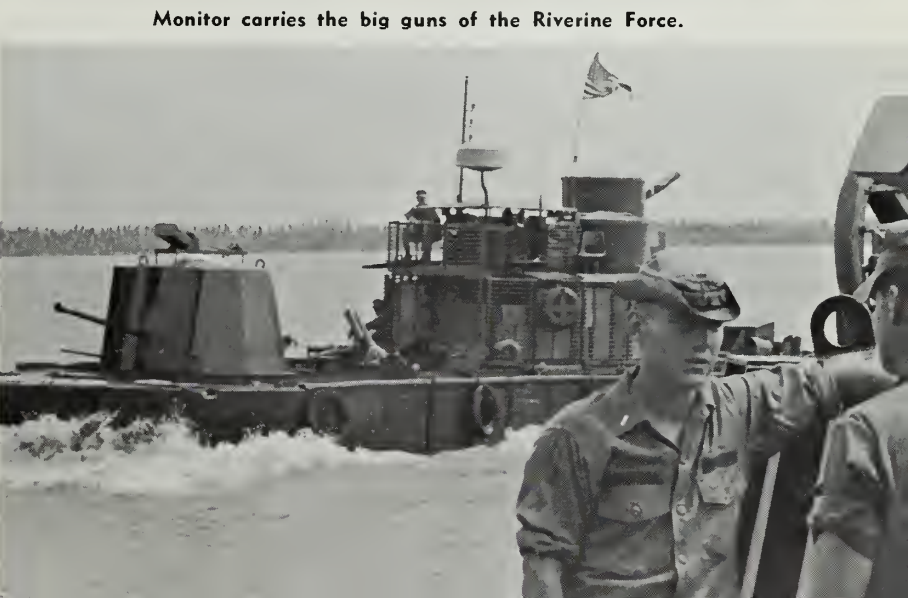
Armored Troop Carrier (ATC) carries platoon of combat-ready infantrymen.



Assault Patrol Boat (ASPB) performs as a swift river destroyer.



Command and Communications Boat (CCB) carries communications gear.



Monitor carries the big guns of the Riverine Force.



MONITOR MEN—Gunners rest during break in action. *Rt.* U.S. Advisor LT Robert Van Nice, USN, checks operations.

The squadron is based at the Naval Support Activity Detachment in Cua Viet, four miles from the DMZ. Their job is to keep the river route to the detachment's Dong Ha ramp open to utility craft which haul supplies to troops fighting in I Corps, the five northern provinces of South Vietnam.

BEFORE RIVER BOATS moved into the northern sector, they had proven themselves in the Mekong Delta. They continue to do so as

part of the Mobile Riverine Force now traversing nearly all of the waterways spanning the small South-east Asian country.

The MRF operates under the guidance of a U. S. naval commander who directs units of the Army and Navy, and who works hand-in-hand with the Vietnamese River Assault Groups, known as RAGs.

One-third of the U. S. naval strength in Vietnam is represented in this joint force by River Assault Flotilla One, known also as Task

Force 117. It operates five different types of specially designed river craft, such as the armored troop carriers (ATC), the command communications boat (CCB), the refueler, the monitor and the ASPB.

Each was developed to meet certain demands peculiar to riverine warfare, including the ability to deliver infantry troops in combat zones set back in the shallow waters of the Mekong Delta. Each is designed to present as small a target as possible, be highly maneuverable, yet heavily armed and heavily armored.

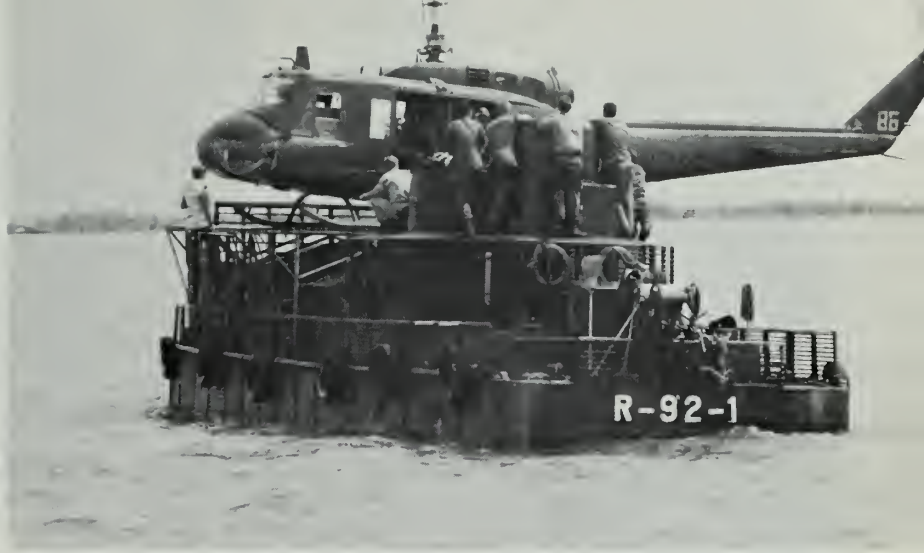
Except for the ASPBs, the diesel-powered assault boats were built on the hulls of LCM-6 landing craft, boats which have been one of the basics of the Navy amphibious fleet since the beginning of World War II. However, the only apparent similarity between the old and new boats is the bow ramp, retained on the ATCs so troops can be unloaded swiftly.

RIVERINE MOTEL—Armored troop carriers tie up alongside *USS Colleton* (APB 36) in Delta. Barracks ship houses infantry and River Assault Squadron.



ALL BUT the ASPBs are protected by armor plating, thick layers of styrofoam and steel rods called bar armor. The bar armor is installed outside the boats' armor plating and styrofoam sections and has proven effective in causing rockets and recoilless rifle rounds to explode, lodging the fragments in the foam before they can strike the plating.

This special armor plating, foam and bars are not carried by the ASPB since she serves as the swift destroyer and moves at a greater rate of speed than do the other boats of the flotilla. She is, however, armed similarly to the monitor, with a 20-mm cannon, an 81-mm mortar,



RIVER RIDERS—Navy mortar crew fires from monitor. *Rt*: Helicopter lands aboard armored troop carrier in river.

40-mm grenade launchers and 7.62-caliber machine guns. When not performing as a river DD, the ASPB serves as an all-round minesweeper, since her five-man crew can maneuver her in small streams and canals where the other boats cannot operate.

The ATC, operated by a seven-man crew, carries a platoon of combat-ready infantrymen together with their supplies and additional ammunition. The troop carrier is heavily armed with 20-mm cannon, 50-caliber machine guns, 40-mm grenade launchers, 30-caliber machine guns, shotguns and small arms. In other words, a floating arsenal.

The monitor, however, is the real heavy, with more firepower than any of the other boats in the flotilla. Its basic mission is to protect the ATCs and their troops during assault operations. Its armament is manned by a crew of 11.

SOPHISTICATED communications equipment on the CCBs is used by squadron and division commanders to control other boats while on search and destroy missions. It also is used by the Army which favors the CCB as a mobile forward command post. The 11-man crew protects its craft with 40- and 20-mm cannon, grenade launchers and machine guns.

Although it looks like the other ATCs, the refueler has special equipment in its well-deck to carry fuel for the Army's outboard engines used in small runabouts, and for helicopters. Some of the riverine boats have been modified to carry a flight deck on which helos can land

to deliver supplies or to evacuate wounded. These helicopter boats give the MRF the flexibility to move troops either by water or air to and from battle zones.

To support the riverine boat crews and army troops, the Navy uses two barracks ships (APBs), a number of barracks barges (APLs), and repair craft (ARLs), in addition to LSTs

used primarily for hauling cargo from supply depots. The barracks ships — *USS Benewah* (APB 35) and *Colleton* (APB 36) — are air-conditioned and offer the maximum comfort possible for the crews and troops. Hot meals, hot showers and clean, fresh bunks rate high on the comfort index by troops returning from a mission. —Marc Whetstone, JOC.



UNDER COVER of monitor's guns troops offload from ATC. Below: River boats tie up alongside pontoons, waiting for service from *USS Askari* (ARL 30).





FOG ON DECK—Students pour water and foam on simulated hangar deck fire during firefighting school exercise.

Firefighters Keep It Cool

SHOW BY DOING—Hose handling is elemental in firefighting. Instructor helps student at right.



IT TAKES MORE than raw courage to fight fires. Each man who is involved must know what to do and how to do it quickly.

The Naval Training Group's firefighting school at Pearl Harbor, Hawaii, is one of the places sailors learn firefighting.

Here eight veteran instructors train over 50 students per week in the most modern techniques of firefighting.

After a morning of classroom instruction on the ABCs of fire, the students don protective clothing and learn to fight fires face to face.

A large tank filled with diesel fuel is lighted and the flames quickly leap to over 30 feet into the air. The instructor shouts,

"Hose on, move in, get it!"

The wary student moves in on the growing fire, sweeping the nozzle back and forth to extinguish the flames.

This exercise is designed to build the confidence of each student. He now knows that a large fire will retreat before him if he handles himself and his equipment properly.

While still in his first day of instruction the student pauses and reflects on his efforts as his classmates, each in turn, step forward and dampen the raging flames.

As his next phase of training, with hardly a moment of rest, the student heads for some quick indoctrination in the use of various pumps the Navy uses on its ships.

As the instructor explains the action of the pumps, many students nervously glance at the black, smoke-covered building directly behind them. This building is a replica, in brick, of a boiler room on a ship.

The fuel for the boiler room fire lies in a pool directly under the steel grating used as decking in the building. This means the student must douse flames shooting up from directly in front of him before he can enter the building and extinguish the fire completely—a grim prospect for a student in his first day of instruction. But it pays off, NTG says.

AFTER THE LECTURE on pumps has been completed, the instructor assembles the students around the ominous black building and explains exactly how this fire must be fought. Each man listens intently.

"This fire is the real thing—one mistake and we'll all be in the hospital.

"We haven't lost a student or an instructor yet, and we're not going to start now," says Chief Shipfitter Al Merz who has worked these fires each week for over two years. He has no time for mistakes.

The men are split into two hose teams, with other students standing by with auxiliary hoses just in case.

Chief Merz, the senior instructor and field chief at the school explained, "These fires must be extinguished quickly, because the fuel may present us with the threat of an explosion."

As the instructor finishes his lecture on fighting the boiler room fire, Chief Merz carries a flaming torch inside the building and ignites the pool of fuel.

The fire burns slowly at first but the oil heats up quickly, and within seconds searing flames engulf the interior of the building and shoot from the doors and portholes.

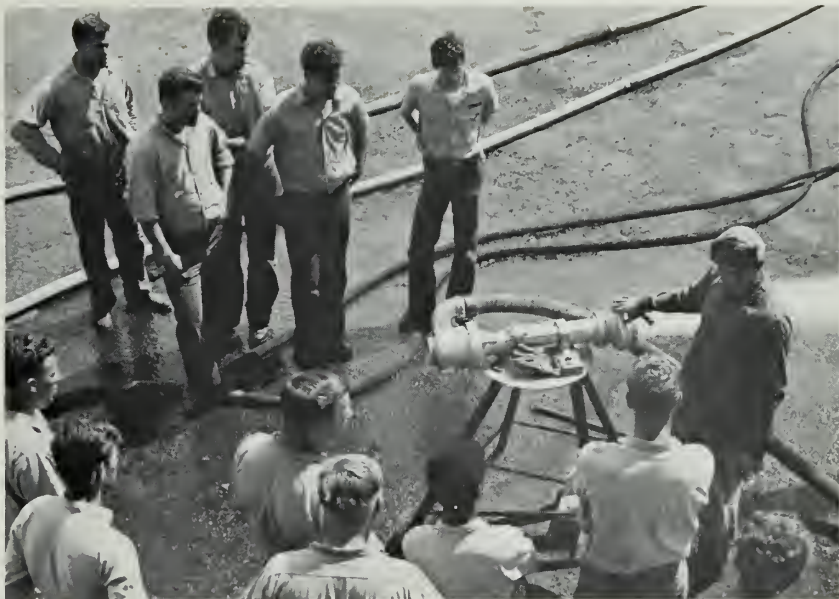
The teams beat the flames back from the doors, each of the two hoses pouring 50 gallons per minute of high pressure fog on the fire. As soon as they get the fire away from the door they move in quickly as the mist from the hoses begins to extinguish the dying fire.

Extinguishing the boiler room fire takes only about three minutes, but in the words of one student, "You feel as if you'd been born and raised in there by the time you get out."

After each man has had an opportunity to fight the boiler room fire the class is dismissed.

EARLY THE NEXT morning the men return for more instruction on fire-fighting agents such as foam, CO₂, and Purple "K" powder. Later in the day the men put everything they have learned to use when they fight the biggest fire at the school, in a simulated hangar.

The building used to depict the hangar deck on an aircraft carrier contains a pool of mixed aviation gasoline and jet fuel, a highly volatile mixture, about three feet deep, covering the entire floor.



DAMAGE CONTROLMAN 1st Class Troy Coleman explains use of jet pump to students. The pump is used to extract water from flooded compartments.

The students stand back from the building with water and foam hoses as an instructor moves in to light the fire.

It takes less than 10 seconds for this fire to burst into 50-foot flames and envelop the building in a searing heat.

The students move in even more quickly to fight this monster because it can't be allowed to burn for more than a few minutes, owing to the heat of the burning fuel and the ferocity of the flames.

Two teams of students attack the fire first with water fog to cool the air and beat the flames back into the building. Then two more teams move in with foam hoses to finish off the fire. The foam covers the fuel like a blanket, depriving the fire of oxy-



STUDENTS enter three-story smoke chamber during an exercise to familiarize them with workings of an Oxygen Breathing Apparatus.



gen and preventing further production of flammable fumes.

WHEN THE GIANT fire is extinguished, the men roll up their hoses and settle down for a few minutes. The heat is gone now, but the memory of it will linger in their minds for a long time to come.

Each man realizes that he has experienced a transformation. He is no longer limited to merely saying that he believes he can successfully extinguish a large fire. He knows he can. He has done it. He has laid siege to an inferno and personally forced it to surrender.

The remainder of the final day is almost anticlimactic as the men witness the instructors demonstrate the newest techniques and equipment used in firefighting.

Chief Merz looks on as the class

is dismissed and the men return to their ships or shore stations, another 50 men better trained to handle any fires that could threaten their ship or station.

The chief comments, "We just can't teach them everything, but we like to think that we may have saved a few lives."

The school, one of many operated at Pearl Harbor by the Naval Training Group, is commanded by Lieutenant J. V. Matyasovics, a veteran of more than 20 years of service in the Navy.

"Firefighting schools have an important responsibility," he says, "and an important effect. You feel more at ease on any ship with men who are qualified firefighters."

Story by Glenn E. Huey, JO2, USN.
Photos by Leonard Martin, PH1, USN.



PROPER use of mechanical foam nozzle is explained to student.

'Deep Fryer' Fat Fires: Don't Use Water

TODAY'S U. S. NAVYMEN fight fires with some of the best equipment made, and the Navy is carrying on constant research to improve that equipment. At the same time there is a constant need for well-trained men capable of using this firefighting equipment.

The Fleet Training Group, Western Pacific, has set up a vast firefighting refresher school in Yokosuka,

where U. S. Seventh Fleet Navy-men, shore based personnel, Military Sea Transportation Service crewmembers and, occasionally, Coast Guardsmen are taught to use the firefighting equipment on their ships or stations.

More than 4300 students went through the one-day school last year. It is hoped this figure will be doubled by 1970 to cope with the Navy's rotation of personnel aboard ships.

Students are instructed on the types of firefighting compounds and equipment and how to use them. A large number of shipboard fires now are the "deep fryer" type, that is, fires involving burning grease. Although they are usually minor, they can endanger the entire ship if they

are not extinguished quickly and properly.

It is impossible to put a deep fryer fire out by pouring water on it. In fact, the grease actually explodes when water is poured on it.

Mornings at the school are devoted to classroom instruction and movies, while the afternoons are concentrated on actual firefighting and the smoke chamber.

In the smoke chamber, students are taught to use the oxygen breathing apparatus (OBA) which enables them to breathe fresh oxygen even in a smoke-filled room. They then enter the room without the breathing apparatus to simulate actual fire conditions.

—D. J. Mrachek, JO3, USN.

INSTRUCTOR at the firefighting school demonstrates how it's done as he emerges from the smoke chamber during exercise.



CREWMEMBERS of USS Providence and USS Annapolis extinguish a Class B fire using low velocity fog. The fog keeps firefighters cool near the fire.



NAVAL SAFETY CENTER

AN ISOLATED INCIDENT occurred aboard *uss Newport News*, but it was identical to an incident aboard *America* and similar to incidents aboard *Guam*, *Navasota* and *Mullinix*.

Before 1 May 1968, the incidents could not have found a "home." Now the information will be sent to the Naval Safety Center, where analysis will be made and information or recommendations will be returned to the sender—and all others concerned—to prevent the incident from happening again.

The sequence of events outlined above is hypothetical, but the procedure for handling it does exist. The diagram on these pages depicts the flow of information from *you*, shows what happens when it reaches the

Naval Safety Center (NavSafeCen), and what the NavSafeCen does with *your* report.

By way of explanation you, who are in the Fleet, experience a hardware malfunction—or the result of an operating procedure is not safe. What do you do about it?

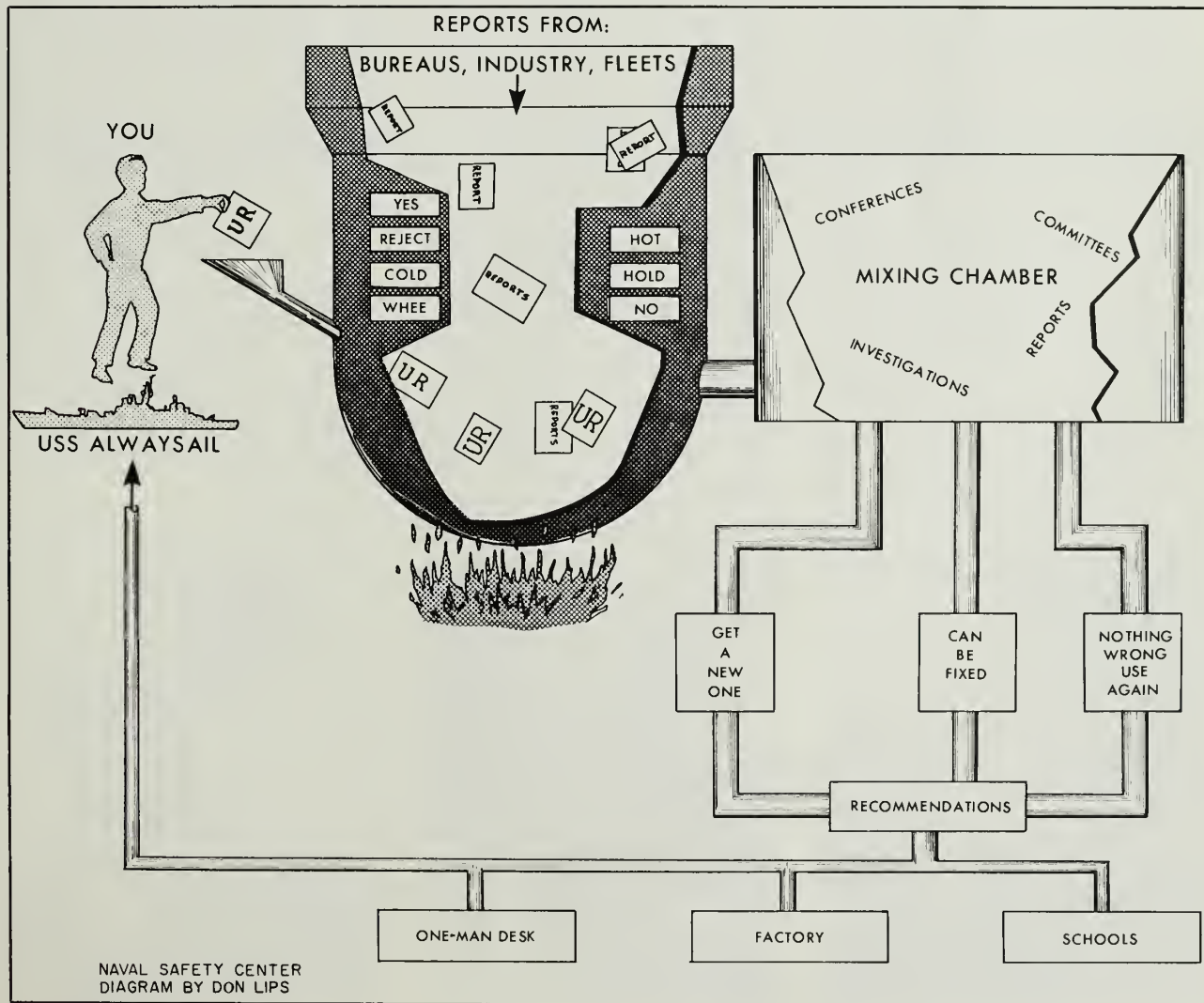
You report it. The NavSafeCen (with reports coming in from many sources) examines *your* problem. After analysis, a report is made back to you. You also may get a change of instruction or a modification in hardware design if it is necessary.

Rescues at sea are near and dear to everyone's heart—especially to the rescued. No matter what ship is involved certain equipment has to be ready for instant use, certain procedures have to be followed and cer-

tain drills or training cycles have to be conducted frequently. In the matter of rescues (man overboard drill) constant attention is given to the equipment to be used, to the rescue techniques, to shiphandling and to recovery. If you have trouble with some equipment or with some procedure the NavSafeCen wants to know about it. Perhaps others have had the same trouble or similar trouble and now is the time to do something about it. You can help by reporting any malfunction. The NavSafeCen will then pick up the ball and run with it.

What is it? Where is it?

The Naval Safety Center was established 1 May 1968 by CNO at the same time that the Office of the



Assistant Chief of Naval Operations (Safety) was created. These were two of the recommendations which were implemented as the result of a SecNav study group which reviewed the entire Navy safety program.

The Naval Safety Center located at the Naval Air Station, Norfolk, Va., is a merger of the former Aviation Safety Center and the Submarine Safety Center. The latter, now located at New London, Conn., is in the process of moving to Norfolk. The mission of the NavSafeCen is:

"To collect and evaluate information pertaining to safety, publish statistical data concerning accidents, maintain a repository for accident and safety reports, maintain direct liaison with all levels of command within the Navy and other government and private agencies engaged in safety work and other aspects of the Department of the Navy Safety Program in order to advise and assist the Chief of Naval Operations in promoting and monitoring safety and the prevention of accidents.

"Initiate and conduct informal investigations into all phases of safety

to develop information to make recommendations for the formulation of safety policy necessary to maintain the highest practical level of combat readiness."

Accident Prevention

The NavSafeCen exists to provide greater effectiveness in accident prevention throughout the Navy Department. From the experience gained in the aviation and submarine fields it is intended to extend safety coverage to the surface ships which have not had a formal program previously. Further, industrial safety expertise generated over the years by industrial centers will be phased into all levels of shipboard operations and into aircraft operations ashore and afloat. This will complete the reorganization of the Naval Safety Center.

Personnel of the NavSafeCen consists of Naval officers and enlisted, Marine officers and enlisted, representatives of the FAA, Army, Air Force, and civilians. Many specialties are represented by the personnel: aviators, submariners, surface

ship experts, engineers, maintenance types, psychologists, doctors and medical service specialists, analysts, investigators and automatic data processors.

The work of the NavSafeCen is to find out what causes accidents and what can be done to prevent them.

The NavSafeCen never assigns blame.

It tries to determine why an individual and others like him had an accident. When there is an aircraft accident or a collision between ships the NavSafeCen tries to figure out why. It is necessary in the investigation of facts to determine what circumstances existed. Was it day or night? Was weather or tide a factor? What was the physical condition of the man? Did equipment fail? Were other personnel involved? All of these and many more questions are answered and for one purpose only—to make meaningful recommendations to CNO or CNM or a Force Commander to make something safer and to prevent the accident from happening again.

—C. B. Weisiger.

Competition Is Strong In This DC League

AS ALMOST anyone who's been to sea knows, continuous drilling and training are necessary to achieve a state of readiness, whether it's in a gun tub or in Secondary Conn.

Particularly in the field of damage control, a repair party's response to emergencies should be instinctive.

Aboard the nuclear powered aircraft carrier USS *Enterprise* (CVAN 65), the instinctive response and the spirit of coordination, both necessary in an hour of crisis, are being developed among repair parties through a system of damage control competition.

To meet training needs and to promote enthusiasm, a number of measures have been instituted by the ship's commanding officer, Captain Kent L. Lee, USN. His damage control assistant, Lieutenant Commander L. S. Gifford, USN, enumerated the measures which are part of the carrier's training program:

Damage control parties are divided into three leagues. Repair units from the stern and main deck sections of the ship compete with those from the second deck and those assigned to main repair lockers.

Each unit is judged on its performance over a predetermined period, usually lasting about two months. This allows enough time for each unit to be observed and graded at least twice by the *Enterprise* Damage Control Training Group.

TEN DAMAGE CONTROL experts make up the group which focuses sharply on each unit's preparedness and ability to handle situations involving ship buoyancy, stability and flood control, watertight integrity, fire-fighting and repairs to both structural and mechanical damage.

Actual damage would likely affect several adjacent units. Therefore, future drills will incorporate problems requiring two or more units working together. Such drills help to strengthen as well as widen the flexibility and experience of the single unit should it have to assume responsibility of another area or handle several areas at one time.

To help slow down the turnover rate of repair party members, billets have been placed on a more permanent basis. Approval of the Executive Officer is now necessary for a

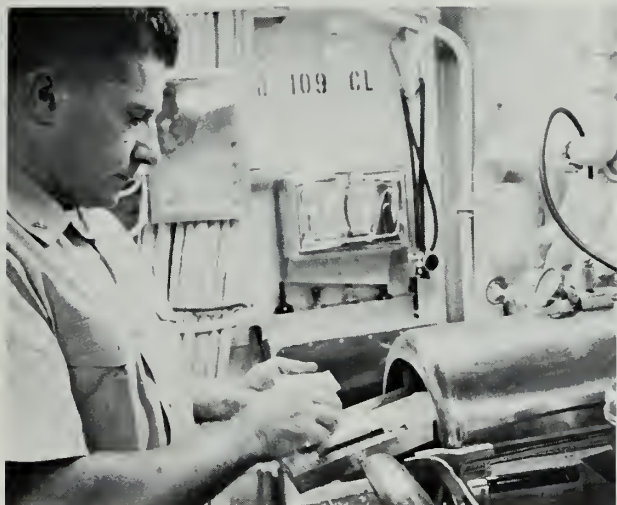
change in personnel. This results in a more carefully chosen permanent team.

While each repair unit is judged on its performance, its individual members also receive proper recognition. Plans are to take more formal notice of individual achievement by having noteworthy damage control performances entered in officer fitness reports and enlisted evaluation records.

But the real emphasis for recognition is placed on teamwork, as was the case recently when the carrier's commanding officer awarded letters of commendation to *Enterprise's* Damage Control Unit No. 34 which earned the highest score during operational readiness inspection off Hawaii.

As a result of the competition system, interest in doing the best job possible among the repair parties has grown to the point that no one unit has a monopoly on top status. "Enthusiasm and aggressiveness," according to the damage control assistant, "are all that separate them now."

—John F. Chapman, JO3, USN.



ON HIS OWN—Chief Hospital Corpsman James J. Oakley sterilizes instruments and bandages leg of crewmember.

Corpsman on Call

TAKE A DOCTOR, a nurse, an orderly and a hospital administrator, roll them into one, and you might describe a Navy independent duty hospital corpsman.

Such a man is Chief Hospital Corpsman James J. Oakley, serving aboard the destroyer USS *Taylor* (DD 468) operating with the U. S. Seventh Fleet off Vietnam.

"I've had very few major problems to cope with on this tour of duty," Chief Oakley explains. "We had one man who severed some fingers and another who broke his leg. We were able to transfer both of these to a hospital in Hawaii."

But he is well trained to operate independently of a medical officer.

He has attended a five-month school learning minor surgery, pharmacy, materia medica, therapeutics, nursing, laboratory techniques, anatomy, chemistry, and administration.

A typical day for Chief Oakley will start with morning sick call, followed by a daily check of the fresh water on board for chlorine content, sanitation inspection of all messing facilities, routine log entries, medical equipment inspection and sick call again in the afternoon and evening.

"I see an average of 15 patients a day. Ailments will normally include burns, headaches, colds and minor cuts and abrasions.

"I feel that independent duty is

one of the best assignments available to a hospital corpsman. We are forced to make decisions and are in a constant training situation. We conduct classes for the crew in first aid, self-aid, chemical and biological warfare and evacuation procedures," he said.

A qualified parachute jumper, he made over 80 jumps while on duty with the Marine Corps at Camp Pendleton, Calif.

The chief entered the Navy in 1948 and has spent the greater part of his career with the Marines. He served in Vietnam in 1960 and again in 1961 with Marine units.

—Story by Bill Case, JOC, USN.
Photos by Don Grantham, PH1, USN.

DESTROYER 'DOC'—Blood sample is checked, book is drawn from ship's medical library for study and shot is readied.





SHIP TO SHORE—Boats approach well deck of USS Ogden (LPD 5) after offloading men and supplies on the beach.

Beach Group One

LANDING—USS Jerome County uses forklift trucks and an 800-foot pontoon causeway to offload supplies.



HISTORY's first amphibious assault was a relatively simple affair. Oarsmen rowed to shore and soldiers did not even have to worry about getting their spears wet.

Today's amphibious operation involves a highly complex coordination of ships, troops, and supplies. A smooth flow of men and material over enemy beaches is most important.

One of the organizations assuming this task in the Far East, including Vietnam, is Naval Beach Group One, Western Pacific Detachment in Yokosuka, Japan. The group consists of elements from three highly specialized units: Assault Craft Squadron One, Beachmaster Unit One, and Amphibious Construction Battalion One.

During a waterborne assault, ships of the Seventh Fleet Amphibious Force rest off shore while Assault Craft Squadron One carries Marines and their battle necessities—from C-rations to tanks—to shore in closely timed waves. These landing craft, mechanized (LCM) and landing craft, utility (LCU) are loaded with leathernecks or cargo within the well decks of special large amphibious ships. These ships lower their stern

gates, flooding their hollow section below the main deck to allow the smaller supply boats to enter.

When the Marine special landing force, with its trucks, tanks, jeeps, ammunition and other supplies, hits the beach, the Beachmaster Unit takes over and puts every man and piece of equipment in its proper place. This unit, like traffic policemen, immediately organizes beach activity by directing all movement according to proven methods and months of planning.

Once a hostile beach is secured, the Amphibious Construction Battalion takes up its major work. These amphibious Seabees create "instant" harbors in all types of coastal geography. They install pontoon causeways which serve as floating bridges to the beach allowing tank landing ships to offload cargo, and lay fuel lines from ship to shore to keep combat vehicles running.

From its inception before Korea's Inchon landing, through the more than 50 amphibious landings in Vietnam, Naval Beach Group One has proven itself to be an efficient unit of the 7th Fleet Amphibious Force.

—R. Felicio, JOSN, USN.

ALL HANDS

LETTERS TO THE EDITOR

Constellation Welcomes Visitors

SIR: The United States Frigate *Constellation* has just completed a \$180,000 restoration program (paid for by contributors from the public and friends of the Navy). The ship will be open to the public at Pratt Street at Longdock, Baltimore, Md., on the following schedule:

Now Through Memorial Day
(30 May)

Tuesday through Saturday (closed Mondays) 10:00 am to 4:00 pm
Sunday 12:00 noon to 5:00 pm
(Closed Christmas day and New Year's day)

30 May Through Labor Day
(first Monday in September)
Mondays through Saturday
9:00 am to 6:00 pm
Sundays and holidays
12:00 noon to 6:00 pm

Constellation has been open to the public since 19 Jun 1968 and has averaged 2000 visitors a week.

As you are probably aware, *Constellation* today is considered by many to be the oldest ship in the world continuously afloat and the first commissioned ship of the United States Navy. By Act of the Maryland Legislature, *Constellation* has been recommissioned as the flagship of the State of Maryland. Maryland is one of the few states that has maintained an armed flotilla continuously since 1775.

I find it interesting to note that *Constellation* was in active commission during every American war, excluding only the American Revolution and Vietnamese conflict. She was decommissioned by the Navy on 12 Feb 1955 and remained out of commission until being recommissioned by the state of Maryland on 22 June 1967.—D. F. Stewart, *Constellation* Restoration Committee.

Combination Correspondence Courses

SIR: I recently visited my command's Educational Services Office and tried to order a correspondence course entitled Math I. I was told that, since this was a combination enlisted and officer course, I must submit a special request chit via the chain of command before the course could be ordered for me.

This procedure seems very strange to me. Can you explain why I can order a course for enlisted personnel with no special request requirement, yet if it is a combination enlisted and officer course, a special request chit must be submitted and approved?

Why the big difference? I thought we were all in the same Navy, and could

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

make use of the Navy's study material whether we are enlisted men or officers.—M. L. R., GMT2, USN.

• We join you in your state of incredulity.

Our friends in the Bureau's Correspondence Course section tell us that no specific instruction was published regarding procedures to be followed by enlisted men applying for such combination courses.

Many commands have been processing applications for the courses as special requests to be forwarded through the chain of command. No such restriction was intended when the courses were established. Instructions to this effect will be published in the next issue of List of Training Manuals and Correspondence Courses, NavPers 10061-AB.—Ed.

Standing By for Inspection

SIR: There is a discussion among the petty officers of my division concerning the correct way to present a shipboard space for inspection.

When I first joined the Navy I was instructed to salute, give formal greeting, identify myself and the space, and say "... ready for inspection."

Some of my fellow POs say I should never state that I am "ready" when presenting a space. The correct procedure, they say, is to state that I am "... awaiting your inspection." Who is right?—V. J. C., RM2, USN.

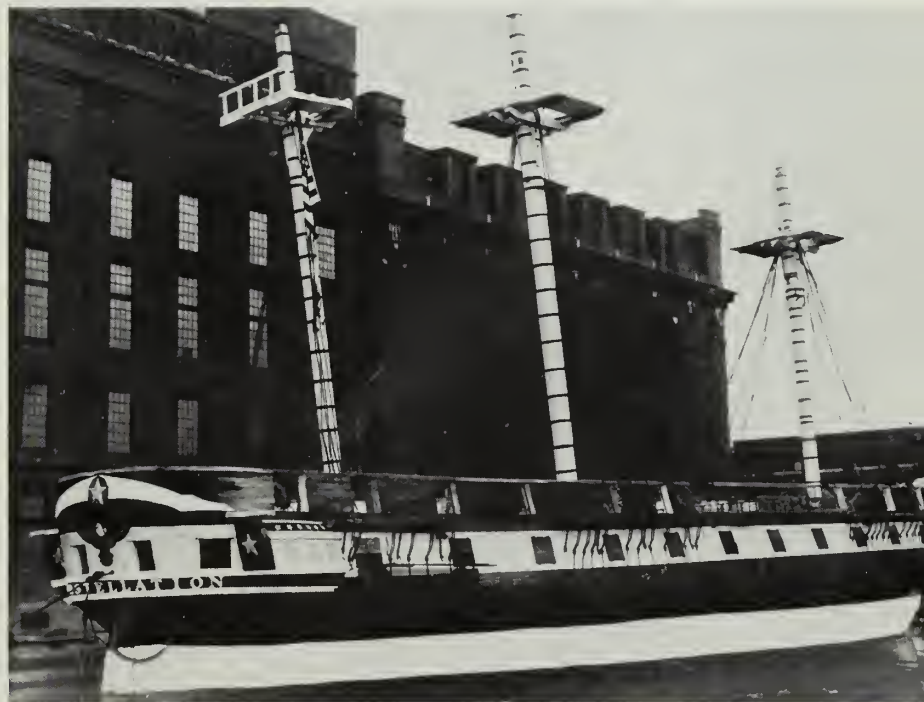
• It is hoped that your side of the argument is not heavily backed. You are the victim of a revision.

Change Three to NWP 50(A), Shipboard Procedures, which became effective recently, states:

"The enlisted man responsible for the cleanliness and preservation of each space will present himself to the zone inspector by saluting and saying 'Good morning, Sir. Doe, (rate), Compartment C-304-L, 2nd Division, standing by for inspection.'"

The phrase "standing by for inspection" is a change from the old procedure which stated, "ready for inspection."—Ed.

BACK IN SHAPE — The first commissioned ship in the United States Navy, *USF Constellation*, is in Baltimore, Md., harbor, open to the public after completion of restoration program. She is now flagship of state of Maryland.





AT-SEA DELIVERY—Fast combat support ship USS Camden (AOE 2) transfers fuel and ammo to Navy cruiser and Coast Guard cutter off coast of Vietnam.

More Big Horn

SIR: In reference to your comments in the April 1968 issue of *ALL HANDS* concerning USS *Big Horn*:

I suppose there is a word other than "effective" to describe the Q-ship's contribution to the ASW effort in the North and South Atlantic during World War II. However, I have yet to hear one.

Both the ship and the crew did their best to come to grips with the enemy. In each instance, she came through the encounter unscathed.

Those of us who were there know that on at least three occasions, our mission of "search for and destroy" was carried out to the letter. However, to secure credit for a kill, it almost seemed necessary to bring back the signed log of the unlucky sub that had been clobbered. "Proof required" became quite a joke among ASW forces, and inspired many a corny pun in those days.

However, the fact remained that even before the advent of the baby flattops, the real answer to the problem, the sea was becoming much safer for convoys and cripples alike. The DDs, PCs and, in fact, all the ASW craft were becoming more proficient in their work.

Although she was patterned along the lines of the Q-ships used by the British Navy during World War I, *Big Horn* was better equipped to carry out the ASW mission. Radar, sonar, HFDF, electrical recorder, phones to all parts of the ship, hedgehogs, K gun devices and nine 4-inch/50-caliber guns were some of the things we had that previous Q-ship skippers never even dreamed of. But there were similarities.

We had smoke devices to simulate severe damage, we wore civilian clothes, no more than 20 men were permitted topside during daylight hours, collapsible plates and bulkheads concealed our main battery until the big moment for action, and heavy charges were placed

along the keel to destroy *Big Horn* if necessary.

We could, and did, change her profile from time to time by moving phoney kingposts and booms. Also, we purposely showed small lights at night and made smoke by day, hoping to coax a nosy U-boat to come in for a closer look.

However, it must be remembered that *Big Horn* was a slow, cumbersome ship with a turning circle that would make one stop and ponder. Therefore, it speaks well of the gear we had and the people who manned it that we did bring at least three, perhaps more, submarines right under our bow where we wanted them.

To make *Big Horn* virtually unsinkable, her holds had been filled with empty, sealed 50-gallon steel drums. As I recall, there were between 13,000 and 14,000 of them. Fresh water then was pumped into the spaces between the drums to provide ballast. Despite the weight of the water, she was so super-buoyant that I won't even mention the degree of roll she took on several occasions for fear of starting a round of pooh-poohs that might put you on the spot.

I take issue with a couple of points you made in your April discussion. You stated that "like most Q-ships, *Big Horn* was also formerly a merchant tanker." To the best of my knowledge, we were the only ex-tanker on this special assignment.

You also stated that *Big Horn* joined forces with "a pack of PC boats." Forgive my nit-pick, but I believe that at no time did we have more than two PCs with us—numbers 617 and 618. Tough and rugged as they were, I don't believe two PCs could properly be called a "pack."

Also, you fixed our beat as "north of the Azores and as far south as the latitude of Dakar." The fact is we never

did get north of the Azores, but we did get as far south as Recife, Brazil, when we put into port for a new set of recognition lights. (We had been at sea for more than 60 days and our recognition lights had run out.)—R. J. C., LT, USNR (Ret).

• Sorry, but we are not prepared to argue the effectiveness of Q-ships. We weren't there, and not a great deal of an official nature has been written about them. What we said in April was paraphrased from *Big Horn's* official history. *ALL HANDS* also reported that the Q-ships were noted for patrolling in hazardous waters and that their presence indubitably served as a deterrent to the enemy.

Let's take another look at your ship.

Big Horn first was known as the merchant tanker ss *Gulf Dawn*. The Navy acquired her early in 1942, and designated her AO 45.

However, during her conversion, *Big Horn* actually became a Q-ship—a disguised merchant ship operated by the Navy for antisubmarine warfare. She served as such until January 1944, and then was assigned to the Coast Guard for North Atlantic weather patrol.

In February 1945, *Big Horn* had her designation changed to IX 207, and two months later began to serve as a shuttle tanker in the Southwest Pacific. She next was assigned as a station tanker in Japan, and then returned to the United States for transfer to the Maritime Commission in November 1946.

With regard to her effectiveness, the record states that *Big Horn* attacked two undersea contacts with depth charges in May 1943. Following the attack, which continued for four hours, an oil patch was visible over a wide area of the attack zone and it was presumed, but never confirmed, that one submarine had been destroyed and that another had moved out of the area.

The record also shows that during a five-day period in November 1943, *Big Horn's* group was in the midst of a pack of 10 to 15 German submarines. The tanker's commanding officer reported that nine contacts, sightings or attacks on the U-boats were made just within her immediate vicinity. He believed that the German raiders were wary of attacking an independent tanker and because of the presence of *Big Horn* many other independent merchant ships in the area escaped attack.

One school of history maintains that no U. S. Q-ships were credited with sinking enemy submarines during World War II. Therefore, it is argued that the Q-ships were effective in patrolling hazardous waters, but that their value in ASW was overrated.

At any rate, since you were there, we're inclined to think your version of Q-ship effectiveness sheds new light on a little-discussed subject.—Ed.

Firefighting Assistant Cross

SIR: Who is authorized to award the Firefighting Assistant "Cross" and where can this authorization be found?—S. L.

• Unfortunately, the answer to your question isn't completely covered by present Navy regulations but that situation soon will be rectified.

Article C-7412 of the BuPers Manual is being revised and should answer questions on who is to award the Firefighting Assistant Insignia, a Maltese cross, and specify the qualifications which must be met by those receiving it.

At this point, it appears that all rates will be eligible for the award and that qualifications will be determined by the individual command, based upon an examination and exhibited proficiency in practical factors. Requalification for the "cross" would be the same as for the original award.

When the change is published and complete information on the subject is available, it will be announced in ALL HANDS.—ED.

Double Duty

SIR: A man on board my ship asked me a question regarding his transfer status which I could not answer. I checked the *Transfer Manual* and an appropriate Pacific Fleet directive, and came up with two different answers to the same question. The man who asked it now is twice as confused as he was in the first place, and so am I. Here's the hangup:

I interpret CinCPacFlt Inst. 1306.9A to say that a man may submit requests for preferred sea duty and overseas shore duty simultaneously. However, the *Transfer Manual* indicates that a second request for transfer may not be submitted until final action has been taken on the first. I'd appreciate some clarification.—R. G. S., PN2, USN.

• Your interpretation of the CinCPacFlt instruction is misleading.

It really says that your man may request either overseas shore duty (including preferred overseas shore duty) or preferred sea duty. If he wishes to change his request from one to the other, he must cancel his request for the first. This helps to insure that two sets of orders will not be issued to the same individual. Take another look at Article 6.33 of the CinCPacFlt directive.—ED.

Would You Believe \$21 Per Month?

SIR: Young Navymen find it difficult to believe the enlisted pay rates which existed when I joined the Navy during the depression.

I entered boot camp at San Diego on 17 Oct 1933. A short time later, the President was forced to close the banks temporarily and declare a 10 per cent reduction in all federal pay.

This reduction cut my salary from the

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **Great White Fleet** — The 24th reunion will be held December 16, at the U.S. Grant Hotel, San Diego, Calif. Those interested contact Harry S. Morris, 5070 Marlborough Drive, San Diego, Calif. 92116.

• **Enlisted Reserve Association** — Annual conference will be held at the Sheraton Park Hotel, Washington, D. C., on 18 and 19 October. For details, write NERA National Headquarters, Box 7111, Ben Franklin Station, Washington, D.C. 20044, ATTN: Duncan Forsyth.

magnificent sum of \$21 per month to a less princely \$18.90. Nowadays, an apprentice seaman makes \$102.30. Has the cost of living really increased this much?

If you have the basic pay scales in effect during the 1930s, it would be interesting to see them.—H. B. de L., Jr., SKC, USN.

• The cost of living has risen since 1933 and so has the standard of living. Just look around any well-equipped living room, kitchen or laundry and count

the items which didn't exist in 1933, then list those which have been improved during the intervening years.

Needless to say, Navy pay, allowances and fringe benefits must keep abreast of comparable schedules in civilian life so that Navymen can cope with increased prices and have a standard of living comparable to that enjoyed by other segments of the population.

If you want to compare the difference in pay schedules today with those of the depression years take a look at the basic pay scale for the '30s (less reductions effective during various periods), then compare the amount with what you are receiving today:

Chief petty officer—\$126; chief petty officer (acting appointment)—\$99; petty officer first class—\$84; petty officer second class—\$72; petty officer third class—\$60; nonrated, first class (SN)—\$54; nonrated, second class (SA)—\$36; nonrated, third class with over four months—\$30; nonrated third class with under four months—\$21.

This schedule was adopted in 1922, a period of relative prosperity. Pay of all military personnel was reduced 15 per cent by the Act of 20 Mar 1933, effective 1 April. However the Act of 28 Mar 1934 amended the 1933 law to provide for a 10 per cent reduction for the period 1 Feb 1934 through 30 Jun 1934, and a five percent reduction between 1 Jul 1934 through 30 Jun 1935.—ED.

BROTHER ACT—Twin brothers William and Samuel Weibel, both aviation electrician's mates, receive handshake from LCDR L. H. Anderson after being presented Aircrewman wings. They are aboard USS Shangri-La with HC-2.





Eugene Ely makes historic landing on USS Pennsylvania in 1911.



Newly discovered photograph shows Ely's Curtiss pusher biplane being reodied for takeoff. Below: the takeoff.



Cameras Were Busy on Historic Day

SIR: I discovered this old photo (left, center) in a book store. It may be a picture of one of the early A-1 airplanes. Notice the rails or track on the platform ahead of the plane, presumably used to aid the plane on take-off.

Perhaps you can help me identify the ship, plane, pilot, date and circumstances surrounding this photo.—George T. Hubbard, CWO-W2, USNR.

• With the help of the Aviation History Unit in OpNav, we can. The plane is the Curtiss pusher biplane used by Eugene Ely in his historic landing on, and takeoff from, the battleship USS Pennsylvania in San Francisco Bay, 15 Jan 1911.

Ely's landing, as you may know, completed the cycle he had started a little over two months earlier, when he took off from the deck of the cruiser USS Birmingham. The two events demonstrated the feasibility of carrier aviation.

As you can see from the photo above, Pennsylvania had rigged a wooden deck above her main deck, which reached from stern to superstructure.

Twenty-two lines stretched across the platform about four inches off the deck provided a simple arresting gear. The two rails you mentioned were used to hold the lines off the deck. Fifty-pound sandbags on each end of the lines supplied the necessary drag to stop the aircraft. In your picture you can see the sandbags stowed on the side of the platform.

Three hooks were affixed to the aircraft's underbelly to snag the arresting lines. Just in case they failed, a canvas barricade was strung across the end of the platform.

Ely wore a life preserver consisting of a bicycle inner tube around his chest, and several swimmers stood by on the ship ready to attempt to haul him out of the water in case of a mishap.

Shortly before eleven that morning Ely took off from a nearby airfield, and a few minutes later the aircraft appeared over San Francisco Bay. A short turn to the left pointed the plane up the ship's deck and in a few seconds the wheels touched down. The hooks caught several of the arresting lines and the plane slowed to a stop within 30 feet.

The picture you sent us is a new and rather rare view of the event showing the plane after it had been turned around in position for takeoff. A little less than an hour after landing, Ely was again airborne, thus proving that aircraft could use a ship's deck for an airfield.—ED.



FIRST CRUISE

THE NAVY guided missile cruiser *USS Springfield* (CLG 7) took on a different type of mission than her usual one during the ship's last deployment.

On this cruise, *Springfield* was assigned the task of helping to train more than 130 midshipmen. There were 17 first class and 122 third class midshipmen that for a while became part of *Springfield's* crew.

First class midshipmen were given the same duties and consideration as those of junior officer while the junior midshipmen assisted in cleaning of the ship and other enlisted duties.

The third class midshipmen found out that life at sea is an active one. They were kept busy with such

tasks as polishing brass, scrubbing decks, working in engine rooms and standing phone talker watches.

Bigger and operationally more important items were found on the training schedule of the senior midshipmen. These future Navy leaders found themselves charting course on the bridge, in CIC tracking targets, and in the engine room standing throttle or bell watches.

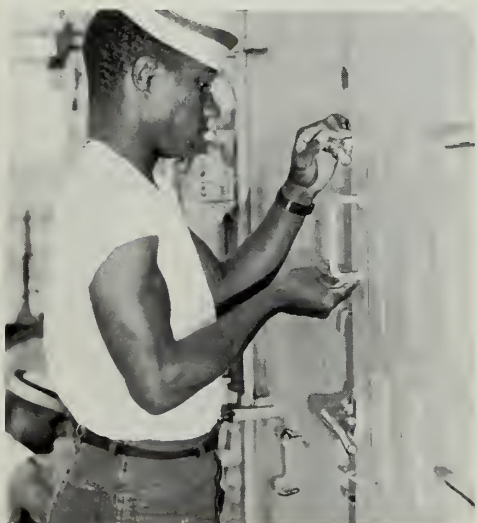
While in port, the first class stood OOD watches (under instruction) JOOD, Tactical Assistant Watches, and assistant Combat Information Watch Officer duties.

All first class were rotated to different departments after one week to broaden their over-all operational knowledge. The third class were ro-

tated after a period of 18 days.

The 30-day deployment not only improved the efficiency of *Springfield* cruisemen, but helped train some of the Navy's future leaders.

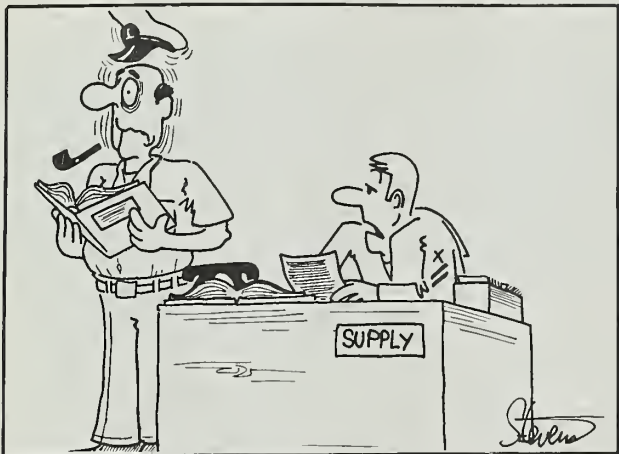
Clockwise from Top Left: (1) Third class midshipman discusses a problem with *Springfield* crewmember. (2) Midshipman J. M. Hebson watches Quartermaster 3rd Class John G. Yeager, USN, chart ship's course. (3) Third Class Midshipman William F. Butler helps Seaman Apprentice Robert J. Weiner, USN, with deck chores. (4) Third Class Midshipman John F. Porter is assigned duties in the quarterdeck area.





THIRD

Gregory L. Stevens, CYNSSN, USN



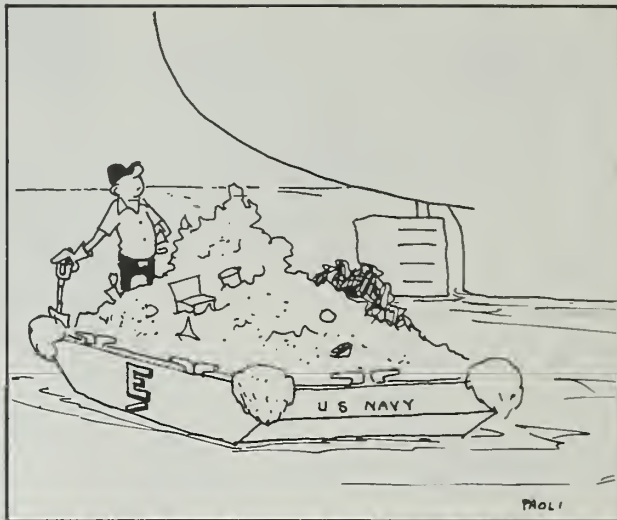
"Chief, what do you think BuPers wants with 247 roulette wheels?"

FOURTH

Melville C. Murroy, LCDR, USNR



"Excuse me, gentlemen, but could I interest you in a job flying with a larger outfit?"



ALL-NAVY CARTOON CONTEST—

Here Comes

WHAT'S SO FUNNY? The answer, we've discovered, is not always easy to explain. While some people consider a pie in the face to be a real knee-slapper, others find a wry, subtle joke more to their liking. This disparity between tastes is what makes judging the ALL-NAVY Cartoon Contest such a mind bender.

This year's panel of judges has, nevertheless, provided us with a good selection of sea service humor.

Judges in this 13th contest ranged in rank from commander to seaman. Two officers, (including a Wave), a warrant officer, and two enlisted men constituted the panel.

First place went to Jeremiah H. Paoli, ICI, USN, currently serving aboard USS *Perry* (DD 844). Petty Officer's Paoli's cartoons have appeared in these pages numerous times in the past few years, and he had two

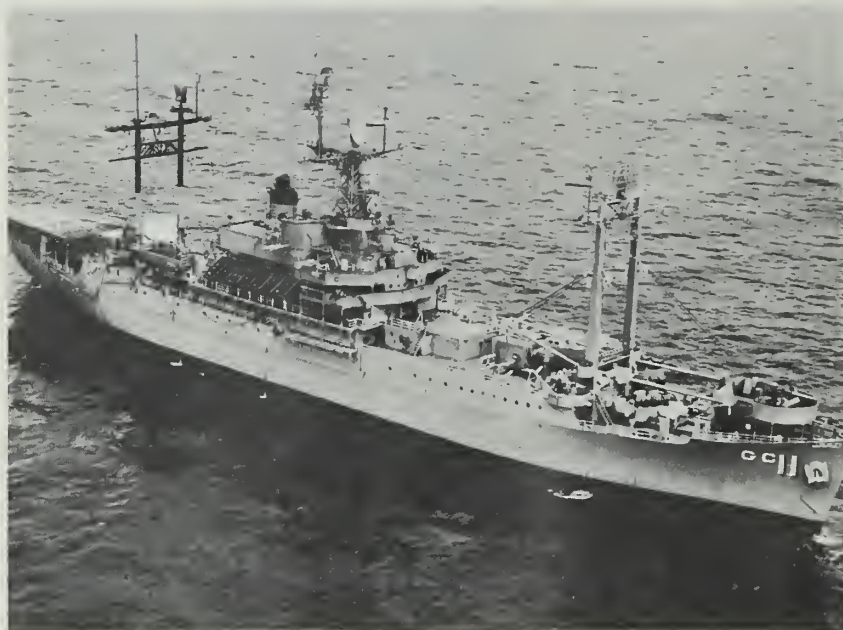
FIFTH

John M. Schontz, LT, USN



"... This time, Grobnik, it hos reolly hit the fan."

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



AMPHIB HQ—Amphibious Force Flagship *USS Eldorado* (AGC 11) makes way through Pacific. She holds Meritorious Unit Commendation for Vietnam action.

Orions on Patrol

Now patrolling the northern coastline of South Vietnam are the Navy's newest patrol aircraft, the P-3 *Orion* of Patrol Squadron 50 (VP 50) from the Naval Air Facility at Cam Ranh Bay.

This is the first time that a P-3 squadron has flown from South Vietnam soil in support of Operation Market Time, a series of anti-infiltration air and surface patrols conducted by the Navy along the entire coastline of South Vietnam, guarding against enemy vessels trying to deliver supplies to the Viet Cong in the South.

This also marks the first time that the VP 50 crewmen have flown a land-based plane since the squadron's commissioning, 18 years ago. The squadron started out with PBY-5As, the *Catalina*, then switched to PBM *Mariners* in 1951. In 1956 it changed to P5M-1 *Marlins* and then in 1967 to P-3s. The PBYs, PBMs, and P5Ms were all seaplanes.

VP 50 had flown patrols off Vietnam in the P5M-2s early last year, but after the squadron returned to the U. S., all the Navy air pa-

trols from Cam Ranh Bay were conducted by P-2 *Neptunes*, the plane that is flown by the other Navy squadron at the Bay, VP 42.

Both the P-2 and P-3 are anti-submarine warfare planes, performing the same mission. Newer, the P-3 is the Navy's version of the *Electra* with certain improvements over the older P-2. These improvements include a larger fuselage for crew comfort and four turboprop engines which push the plane to speeds greater than 450 mph.

On station the P-3 is usually flown with only three engines, allowing the plane to remain airborne for extra hours.

Both planes leave the Bay's facility several times a day, so the patrol area is covered day and night.

Surface contacts, most of which are noted by radar, are investigated and information about the vessel or vessels is relayed to various naval headquarters. This relay method was used last March when the enemy was caught trying to bring supplies into South Vietnam by using four trawlers. When three of the trawlers refused to turn back, they were sunk by surface craft. The fourth retreated.

Although the P-3s are new to Vietnam, about 50 per cent of the squadron's crew was there last year. Most of the patrol squadrons spend six months in Southeast Asia before rotating back to the States.

The crew of four officers and eight enlisted men per plane return every two weeks for about 10 days of R & R and plane maintenance.

Home port for VP 50 is NAS Moffett Field, Calif., while VP 42 is home-based at NAS Whidbey Island, Wash. —T. S. Storck, LT, USN.

Catamaran on Drawing Board

An oceanographic research ship with a catamaran hull is scheduled to join the scientific Fleet.

The yet-to-be-built T-AGOR 16, designed by the Naval Ship Engineering Center, will be equipped with standard oceanographic and scientific equipment—but more of it because of the twin-hull catamaran design.

The ship will have twice the laboratory and storage space found in earlier research vessels. Her twin-hull design permits more clear-deck work area, plus additional enclosed spaces for heavy equipment such as winches.

Manned by approximately 70 oceanographic scientists and MSTs employees, the T-AGOR will do acoustic research related to antisubmarine warfare. The center well between her two hulls will be used to stream gear and launch and recover deep submergence research vehicles.

The catamaran hull also will give the ship increased transverse stability, or less rolling motion, and will allow a wide distance between reversible-pitch propellers to insure good maneuverability.

She will measure 246 feet in length and 75 feet at the beam, and will displace 3080 tons under full load. Her cruising speed will be 15 knots.

Fiber Glass Igloos

Every day large commercial airliners fly a load of igloos into Da Nang.

The igloos are not made of ice or

snow, and no Eskimo ever lived in one. They're made of fiber glass and they are used to haul mail directly from the U. S. to Da Nang.

Service from these mail flights has been so good that some letters have been delivered to Vietnam-based servicemen two days after they were sent from the U. S. That's what some officials at the Naval Support Activity Post Office say.

The postal officials also say that the new containers have reduced theft and have greatly cut the time element in mail delivery. Each plane can carry as many as 25 of the igloos. They have replaced the heavy metal boxes which were once used to carry mail from the States.

Specially built electric and hydraulic ramps are driven to the airliners when they arrive. The igloos are unloaded to waiting mail trucks for delivery to the field while ground crews refuel the plane.

The Navy's mail fills two five-ton trucks each run. Postal clerks pick up mail three times a day from Da Nang's Air Base, which claims to be the second busiest airport in the world.

—Steve Wulff, JO3.

Skimmer on Trial

The coxswain cuts the wheel hard starboard and the boat spins around in its own wake, barely slowing.

Boatswain's Mate 1st Class Jerry C. Blevins, USN, smiles as the craft responds to his directions.

For the past few weeks Blevins has put the boat through some rug-

ged tests. He's part of U. S. Naval Inshore Undersea Warfare Group One at Naval Base, Long Beach.

The group has designed modifications for a fast new fiber glass boat to be used in Vietnam.

Blevins is one of the key figures in testing and evaluating the craft's performance.

Called a "skimmer," the 18-foot boat is powered by a 155-horsepower marine engine and is capable of speeds over 25 knots.

It gets its name for its ability to skim through high waves at maximum speed without falling in the trough.

Blevins, a 21-year Navy veteran, says the craft will be used for fast emergency-type trips across crowded harbors.

His group is in charge of harbor surveillance operations, aiding the South Vietnamese government in protecting its harbors and making them safe for shipping.

The boatswain recently returned from Vietnam where he served in the attack transport *uss Renville* (APA 227). During the Korean conflict he served in a hospital ship.

Blevins is aided in putting the skimmer through its paces by experience he gained working with landing craft at Little Creek, Va.

Some of the modifications made to the boat for military use include thicker skin, larger gas tanks, a lower deck and a forward gun mount.

"We can also use the skimmer in very shallow water," Blevins says.

The boat is equipped with an in-



TIME OUT—USS *Estes* (AGC 12) rests in drydock in Yokosuka, Japan, while undergoing routine maintenance.

board-outboard type rudder and prop which can be raised electrically.

Its forward gun mount can accommodate either a light machine gun or an automatic grenade launcher.

"I expect to be deployed to Vietnam again soon," Blevins says. But he says he probably won't get to use the skimmer there since it is still uncertain whether the boat will be accepted by the Navy.—James D. Randall, JO1, USN.

BOUNCING BABY—Prototype boat for Vietnam use makes a quick turn and skims across the surface during tests.





GOING UP—Warrant Officer Charles H. Kennedy proudly displays his new shoulder boards. Kennedy went from second class PO to WO while serving aboard USS *America* (CVA 66).

Fast Mover

Drivers who hit a series of green lights can appreciate how Charles H. Kennedy felt when he progressed from petty officer second class to warrant officer while serving in a single ship.

Here's how it happened. In July 1964, Kennedy reported aboard USS *America* (CVA 66) as an aviation boatswain's mate second class in the carrier's precommissioning crew. The following February, he passed his first class examination and was advanced.

About three years later, Kennedy took the E-7 exam. Again, he not only passed but was advanced to chief.

Almost before he could say "pay raise" Kennedy was notified he had also made warrant officer.

Warrant Officer Kennedy now has two choices, either of which could lead to a youthful retirement in about 10 more years. With slightly more than a decade of service to his credit, Kennedy can retain his warrant and probably retire as a W-4. He can also try for a commission and, if he makes it, retire after 10 years of commissioned service.

Whichever route he takes, it appears that Warrant Officer Kennedy is now on the freeway speeding happily along a Navy career.

Camden Serves Off Vietnam

The second of the AOE class of logistic ships, USS *Camden*, (AOE 2)

is now serving the Seventh Fleet off Vietnam.

The fast combat support ship began her first deployment to the combat zone by meeting 47 ships and transferring ammunition and three million gallons of fuel.

Like her sister ship, USS *Sacramento* (AOE 1), *Camden* delivers fuel, food, and ammunition from 18 stations and a helicopter deck on the fantail. Her two UH 46D *Sea Knight* helicopters can lift up to 8000-pound loads and carry them more than a hundred miles to the customer ship.

Camden is called a fast combat support ship because she is fast enough to keep up with fast carrier task forces.

The 795-foot ship carries enough fuel to supply 644 gasoline stations for 30 days, more than any conventional oiler in the Navy. She carries half the load of the average reefer, and as much ammunition as an AE 12 class ship. She is also rigged with Fast Automatic Shuttle Transfer system.

The all-purpose supply ship is homeported in Long Beach. She carries a crew of 488 enlisted men and 23 officers.

The ship was built, appropriately, at Camden, N.J. Her keel was laid in February 1964, and she was launched on 2 May 1965. *Camden* was put into commission 1 Apr 1967.

—D. L. Minnich, JO2, USN.



NAVY'S PHOTO ALBUM

The second U. S. Navy ship to be named Kearsarge was battleship number 5, authorized by Congress in March of 1895 and commissioned on 20 Feb 1900.

The 375-feet-long, 11,540-ton ship had a complement of 40 officers and 513 enlisted men. Kearsarge was a member of the "Great White Fleet" which departed Hampton Roads on 16 December 1907 for the famed trip around the world.

During 1909 and 1910 she underwent extensive modernization, which included the addition of basket masts instead of pole masts shown above. She was used as a training ship throughout World War I. In 1920, she was decommissioned and converted to a crane ship. In this capacity she helped raise the sunken submarine *Squalus*. During World War II, she helped outfit battleships *Indiana* and *Alabama* and cruisers *Savannah* and *Chicago*. Later, she assisted in work on the aircraft carriers *Hornet*, *Boxer* and *Saratoga*. She ended her career in Boston where she was stricken from the Navy Register of ships in 1955.



RESEARCH IN RESERVE—Attendees and staff of ONR Research Seminar pose for photo at U. S. Naval Academy.

Naval Research—In Reserve

This is about a little known Navy capability—the hidden part of the Research iceberg. The Office of Naval Research has a research component with a big capability—one of the best in the world. It is the Research Reserve.

This Reserve component consists of some 1725 officers, grouped in 97 companies in almost every state of the union. It has experts in every form of science, technology, learning and endeavors.

These experts come from universities, industries, laboratories, government, medicine and law. They have an accumulation of advanced degrees which reads like *Who's Who in American Learning*. Fifty per cent of the Research Reserve officers have master's degrees or higher, with half of these being PhDs. And of the PhDs, seven officers have two or more such degrees.

The capability of the Research Reserve is illustrated by a recent seminar conducted at the U.S. Naval Academy, Annapolis, Md., by the Naval Reserve Research Company 3-14, Poughkeepsie, N.Y. This ONR seminar was dedicated to the military applications of data processing, and is believed to be the first of its kind.

Seventy-nine Reserve officers from the First, Third, Fourth, Fifth, Sixth, and Eighth Naval Districts attended. NRR Co. 3-14 had worked for one year to define the seminar objectives, arrange the technical program, and to obtain logistical and administrative support.

On 10 Jun 1968 at 1000, the

Chairman, Commander Norman J. Smith, USNR, called the seminar to order. Captain Van Hess, USN, Deputy Chief, Office of Naval Research, representing Rear Admiral Thomas B. Owen, USN, Chief of Naval Research, delivered the keynote address, describing the scope of what has been accomplished by the military services in regard to data processing, pointing to the long road of requirements which must be met and calling on the attendees to pick up the challenge.

Following this report, the Army, Air Force and the Marines made presentations on some outstanding applications in their own services.

The Defense Supply Agency, the National Oceanographic Center, the Naval Command Systems Support Activity, the Department of Defense Computer Institute, Naval Commu-

nications, and the General Planning and Programming Division of OpNav presented reports of developments in their agencies.

The Goddard Space Flight Center of NASA, Greenbelt, Md., was the scene of an interesting tour and presentation. Even the Royal Navy participated, sending LCDR D. M. MacKendrick of the Admiralty Surface Weapons Establishment to present a paper on the Royal Navy's Small Ship Data System with emphasis on CAAIS (Computer Assisted Action Information System).

Upon completion of this training duty, the 79 attendees had gained a military/technical capability which will stand them in good stead in the event of their mobilization because today's Navy and data processing are co-extensive.

—N. J. Smith, CDR, USNR.

MEMBERS OF Naval Reserve Research Company 3-14, Poughkeepsie, N.Y., receive a briefing on Computer Assisted Instruction System used at Annapolis.





HAPPY BIRTHDAY—Landlocked scale model of a destroyer escort, *Recruit* (TDE 1), has been training Navy recruits at San Diego NTC for 19 years.

Recruit Has a Birthday

Cake-cutting ceremonies were held recently on board *Recruit* (TDE 1) at NTC San Diego in honor of the ship's 19th birthday.

Recruit, a two-thirds scale model of a destroyer escort, is a landlocked ship sitting in a sea of concrete and is used for seamanship training of Navy recruits.

The ship was commissioned in 1949, just like any other ship in the Fleet. However, due to complications caused by a computer that couldn't comprehend a commissioned ship without a crew, *Recruit* was decommissioned in March 1967. Nevertheless, she has been recognized as one of the famous landmarks on the San Diego skyline for the past 19 years.

On board *Recruit*, the Navy's largest training aid, shipboard line-handling, ship's organization, basic seamanship and flashing light signals are more meaningful to the new Navymen.

The ship's birthday was celebrated by the assigned instructors, with Chief Boatswain's Mate Peter B. Bocko cutting the cake with a sword in traditional Navy fashion.

Cohoes Joins Service Force

A retired World War II net tender has recently emerged from the mothball fleet to become a salvage river craft in Vietnam. USS *Cohoes* (AN 78), which laid antisubmarine

nets during World War II, has had her horned bow retailored and is now fitted with a bow thruster.

Her bow thruster, which places her in the "only one of its kind" class, consists of a five-foot propeller which permits *Cohoes* to move sideways and position her bow during salvage operations and when maneuvering in close quarters. The thruster is powered by a 500-horsepower electric motor.

Complementing her bow lift and bow thruster, *Cohoes* carries two sets of beach gear, comparable to that carried by Fleet tugs and salvage ships.

She carries 10 divers as part of

her 46-man crew and is equipped with a double-lock decompression chamber in addition to deep-sea, shallow water and scuba gear.

Cohoes is powered by two diesel engines which develop 1500 shaft horsepower. She cruises at 10 knots and has a top speed of 12 knots.

NCM for Wave Officer

It's not unusual for naval personnel to earn the Navy Commendation Medal, but when the occasion is for saving a life, and the recipient is a WAVE, that is something out of the ordinary.

Ensign Dona L. Kerr was presented the Navy Commendation Medal by Captain E. F. Higgins, Jr., Commanding Officer of the Norfolk Naval Station, for her action in saving the life of a small child. The incident occurred on the Jamestown, R. I., ferry on the afternoon of 28 Nov 1967.

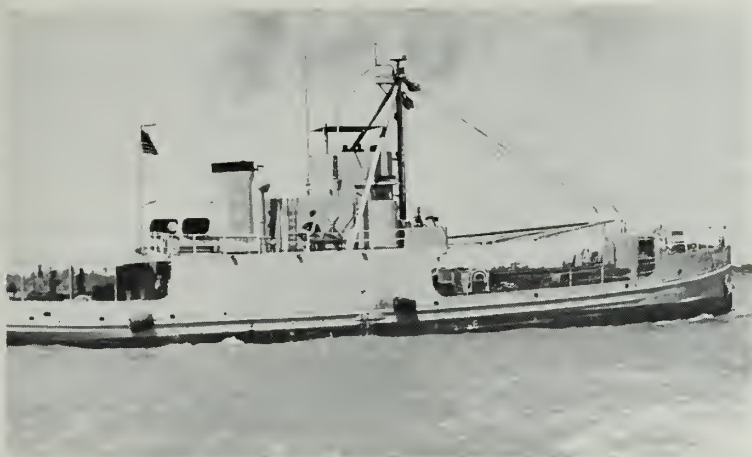
The citation that accompanied the medal reads as follows:

"Upon hearing the calls for help by the child's mother in an adjacent automobile, ENS Kerr dashed to the scene and, noting that the child's complexion was turning blue from an apparently insufficient oxygen supply, she immediately administered mouth-to-mouth resuscitation until the child's color and breathing returned to normal.

By her prompt and efficient actions in saving a life, ENS Kerr upheld the highest traditions of the United States Naval Service." ENS Kerr entered the Navy on 17 Oct 1967. She is Ship's Personnel Officer at NS Norfolk.

NEW JOB—USS *Cohoes* (AN 78) has undergone a facelifting which included a bow thruster for better maneuvering in her new Vietnam salvage job.





Supply ship YFR 890 cruises up Mekong River.



Truck in landing craft is loaded in midstream.

Refrigerator Craft—At Battle Station

OKAY MEN, let's watch it close. We're approaching another bottleneck. This is where the VC hit us last time."

Warning his men is the skipper of a U. S. Navy craft moving along a river in South Vietnam's Mekong Delta on a resupply mission to the Navy's Operation Game Warden bases. He is Chief Boatswain's Mate Gideon W. Almy III, craftmaster of YFR-890.

A 23-year-old refrigerated harbor craft, YFR-890 was built for hauling cargo from shallow water piers to large, deep-draft ships. The 133-foot craft is now used to resupply the Navy's bases in the Mekong Delta. With a 330-ton full load draft of only nine feet, she is ideal for transiting Vietnam's narrow, shallow rivers.

Sailing up and down the rivers of the Mekong Delta is a hazardous job, as river craft are attacked almost daily by the VC. The 14-man crew of YFR-890 does it each week as if there was nothing to it.

Her refrigerated holds were filled with fresh meats, fruit and vegetables at Saigon. On 890's decks and in her wing-walls are stacked dry and canned provisions, ammunition, and other cargo.

Transiting the Saigon and Long Tau Rivers, 890 enters the South China Sea bound for the My Tho, Ham Luong, Co Chien, Mekong, and Bassac Rivers, which lace Vietnam's southern Delta region.

As she leaves the sea and enters the mouths of the rivers, she usually is alone. Seldom is an escort provid-

ed. YFR-890 can take care of herself. Two .50-caliber machine guns are on each side of her pilothouse. Members of her crew also man M-60 machine guns, grenade launchers, M-16 automatic rifles, and other small arms. Recently, portable anti-tank rockets were also added to 890's arsenal.

As the refrigerated supply craft moves from one base to the next, her crew stays at battle stations, always ready for attack. With the craft spending about seven out of 10 days moving up and down the Delta's rivers, these men spend much of their time at battle stations.

When passing through narrow channels and canals of the various Delta waterways, crewmembers sometimes throw apples and oranges to the children who line the shore. This act of sharing has made many friends for YFR-890 — friends who mirror the situation at times. If the riverbanks are lined with people, there is little fear of enemy attack. If there are no people on hand to greet the craft, the crewmen know they are likely to get shot at.

YFR-890 is ready in either case. —Story by Tom Tomkins, JO1, USN.

Photos by John M. Sperling, PH3, USN.

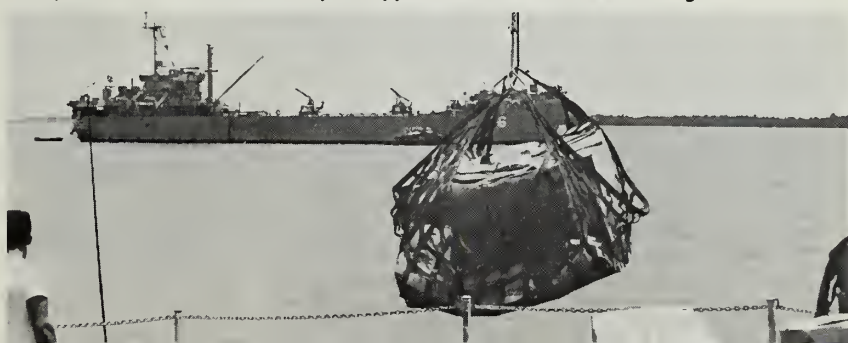


Topside, crewmembers load YFR's hold.



Jackets are needed in frozen food hold.

Operation Game Warden ship is supplied near mouth of a Mekong Delta river.





SKIMMER TESTER, Jerry C. Blevins, BM1, USN, mans his craft pierside at Long Beach NB, following evaluation tests of the new fiber glass boat.

Brave Men, Bold Ships

Navy ships and units continue to perform outstanding service during their tour in Vietnam. Here's a list of those who have most recently received the Navy Unit Commendation and the Meritorious Unit Commendation during the cited periods for actions "in keeping with the highest traditions of the United States naval service."

Those receiving the NUC are:

U. S. Naval Communication Station, Philippines (and component activities) was commended by the Secretary of the Navy for exceptionally meritorious service from 2 Aug 1966 to 1 Sep 1967 in direct support of combat operations of the Seventh Fleet, Marine units and other U. S. forces.

USS Goldsborough (DDG 20) was commended by SecNav for exceptionally meritorious service from 29 Aug 1967 to 17 Feb 1968 in connection with operations against enemy forces in the Republic of Vietnam while serving with the Seventh Fleet. During 88 days of operations in the coastal waters of Vietnam, *Goldsborough* provided naval gunfire support to allied forces, interdicted enemy lines of communications and attacked targets off the hostile shores of North Vietnam.

USS Newport News (CA 148) was commended by SecNav for excep-

tionally meritorious service from 2 Oct 1967 to 26 Apr 1968 while engaged in operations against enemy forces in the waters contiguous to the hostile coastline of both North and South Vietnam. Although heavily engaged on 17 separate occasions by enemy shore batteries, the officers and enlisted men of *Newport News* demonstrated outstanding resourcefulness and tenacity.

USS Providence (CLG 6) was commended by SecNav for exceptionally meritorious service in combat operations against enemy positions in both North and South Vietnam while serving as flagship for Commander Seventh Fleet during the period 25 Nov 1966 to 1 May 1968. Participating in more than a dozen major offensive operations, *Providence* compiled an admirable record by every standard of excellence.

U. S. Coast Guard Division 12 was commended by SecNav for exceptionally meritorious service from 1 March to 1 Sep 1967 in the performance of military operations off the coast of the Republic of Vietnam and near the demilitarized zone.

U. S. Coast Guard Division 13 was commended by SecNav for exceptionally meritorious service from 1 May 1966 to 30 Apr 1967 in the performance of operations off the Southeastern coast of Vietnam.

All personnel attached to and serving with the units cited above during the designated period, or any part thereof, are authorized to wear the Navy Unit Commendation ribbon.

Units receiving the MUC are:

Airborne Early Warning Squadron One (VW 1) was awarded the Meritorious Unit Commendation by the Chief of Naval Operations for meritorious service from 15 July to 1 Dec 1967 in support of the typhoon warning program and combat operations in Southeast Asia.

USS Long Beach (CGN 9) was awarded the Meritorious Unit Commendation by CNO for meritorious achievement while participating in support of combat operations in Southeast Asia during the period 19 Nov 1966 to 8 Jun 1967. As a unit of TF 77, *Long Beach* served as a PIRAZ ship and provided forward air traffic control center services for all Navy, Marine Corps and Air Force aircraft on strike missions over North Vietnam.

Coastal Surveillance Centers and Staff of Coastal Surveillance Force (TF 115) was awarded the Meritorious Unit

Commendation by CNO for meritorious service from 1 January through 31 Dec 1967 while conducting coastal surveillance operations along the entire coastline of the Republic of Vietnam to counter insurgent sea infiltration.

USS Duluth (LPD 6) was awarded the Meritorious Unit Commendation by CNO for meritorious service from 28 May to 15 Nov 1967 while serving as a unit of Amphibious Ready Group Alfa, Seventh Fleet (CTG 76.4) in connection with operations against enemy forces in the Republic of Vietnam.

Fleet Tactical Support Squadron 30 (VR 30) was awarded the Meritorious Unit Commendation by CNO for meritorious service from 1 January to 30 Nov 1967 in providing tactical airlift support essential to Fleet mobility during operations in Southeast Asia.

USS Valley Forge (LPH 8) was awarded the Meritorious Unit Commendation by CNO for meritorious service during the periods 30 Aug 1965 to 9 Apr 1966 and 7 September to 1 Dec 1966 while engaged in logistic support operations in the Western Pacific and combat operations against enemy forces in the Republic of Vietnam.

USS Hermitage (LSD 34) was awarded the Meritorious Unit Commendation by CNO for meritorious service from 26 May to 29 Nov 1967 as a unit of the Amphibious Force, Seventh Fleet, serving consecutively as a member of Amphibious Task Groups 76.4 and 76.5 in connection with operations against enemy forces in the Republic of Vietnam.

Naval Reserve Intelligence Unit 3-1-8 was awarded the Meritorious Unit Commendation by CNO for meritorious service from December 1966 to December 1967 in connection with the Fleet Projects Program and in support of the U. S. Atlantic Fleet.

Naval Air Reserve Intelligence Unit 861 was awarded the Meritorious Unit Commendation by CNO for meritorious service from January 1966 to December 1967 in connection with the Fleet Projects Program and in support of the U.S. Atlantic Fleet.

Special Project P2E Flight Unit, NAF, Jahnsville was awarded the Meritorious Unit Commendation by CNO for meritorious service from 1 Oct 1966 to 1 Jul 1967 in support of a national defense project of the highest priority which was conducted

by the Naval Air Development Center at Naval Air Facility, Johnsville.

USS Maury (AGS 16) and Serrano (AGS 24) of (Task Unit 73.8.2) were awarded the Meritorious Unit Commendation by CNO for meritorious service from 14 January to 19 Sep 1967 in conducting extensive oceanographic survey operations in the coastal and inshore waters of the Republic of Vietnam.

U. S. Naval Supply Depot, Subic Bay, Luzon, Philippines was awarded the Meritorious Unit Commendation by CNO for meritorious service from July 1966 to January 1968 in providing logistic support to naval forces in Southeast Asia.

USS Mount McKinley (AGS 7) was awarded the Meritorious Unit Commendation by CNO for meritorious service from 30 Jul 1967 to 21 Feb 1968 in support of military operations involving conflict with an opposing foreign force in the Republic of Vietnam. While serving as flagship for Commander Amphibious Force, U. S. Seventh Fleet (CTF 76) during this period, *Mount McKinley* participated in 14 amphibious operations in the Republic of Vietnam.

USS Rupertus (DD 851) and embarked staff was awarded the Meritorious Unit Commendation by CNO for meritorious service during the periods 1 to 16 August and 9 to 24 Oct 1967 in contributing to the interdiction and destruction of North Vietnamese waterborne logistics craft and military targets ashore.

Seabee Team 1108 was awarded the Meritorious Unit Commendation by CNO for meritorious service while conducting civic action work in support of the Revolutionary Development program in Binh Duong province from 12 April to 18 Sep 1967. During this period, Seabee Team 1108 carried out the construction of public support facilities and the training of local Vietnamese in construction skills.

USNS Borrett (T-AP-196) (USN military department) was awarded the Meritorious Unit Commendation by CNO for meritorious service from 11 Jul 1967 to 23 Jan 1968 in the performance of assigned missions.

All personnel attached to and serving with the units cited here during the periods indicated, or any part thereof, are authorized to wear the Meritorious Unit Commendation Ribbon.

Presidential Unit Citation

The Delta River Patrol Group (Task Group 116.1) was awarded the Presidential Unit Citation by the President for exceptionally meritorious and heroic service from 9 May 1966 to 30 Jun 1967 while serving with friendly foreign forces engaged in armed conflict with Viet Cong forces in the Mekong Delta region of the Republic of Vietnam.

Charged with patrolling the major waterways of the Mekong Delta, Delta River Patrol Group has encountered the enemy daily in an ever-continuing struggle for control of this area. From the outset of its operations, Delta River Patrol Group has met with determined enemy resistance, and has undergone repeated attacks, at point-blank range, from the Viet Cong.

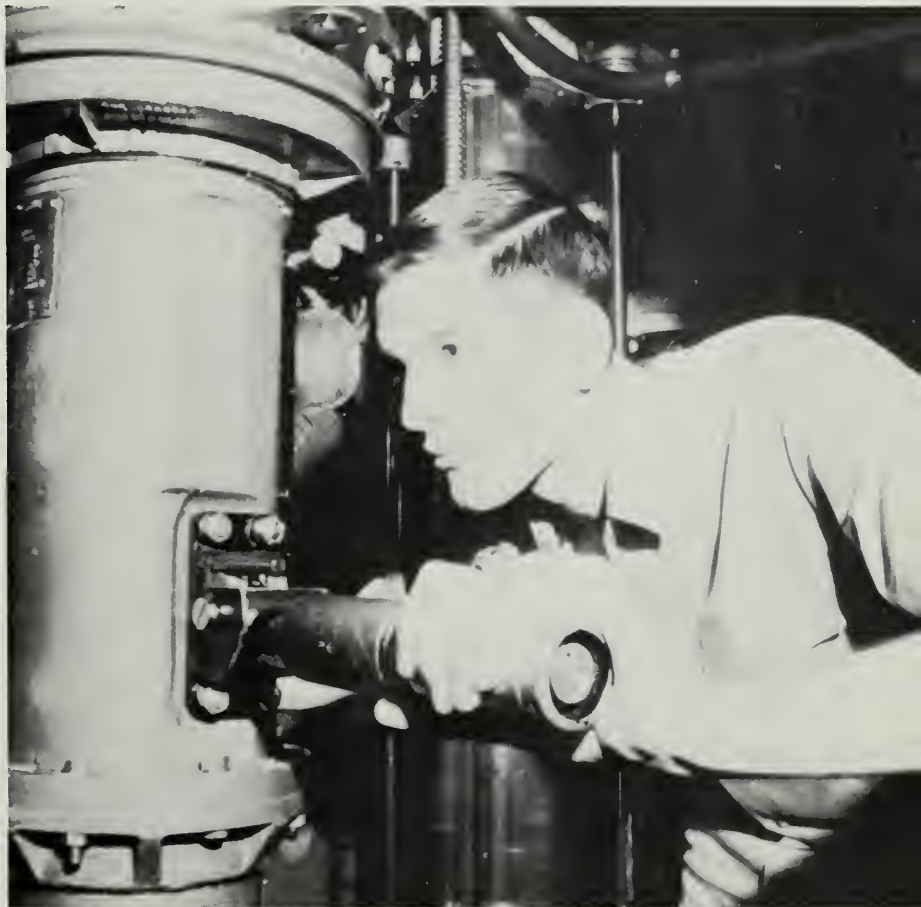
Among the battles waged by the Patrol Group are the fiercest engagements ever fought in the Mekong Delta.

Delta River Patrol Group has met the enemy on every occasion with courage and valor, wresting



FLOATING SHIPYARD—Clifton Beyer, MR3, shapes brass for a hose aboard *USS Vulcan (AR-5)*. *Vulcan* provides industrial potential comparable to a shipyard.—Photo by J. Pare PH2.

from the Viet Cong control of the rivers of the region, and regaining for the Vietnamese civilian much of his traditional freedom of movement along the waterways.



THE EYES HAVE IT — Midshipman First Class Robert E. Lawrence mans the periscope aboard *USS Raton (AGSS 270)* during his at-sea training period.

THE BULLETIN BOARD

What a Life! Navy Duty in San Francisco

IF YOU'RE ATTACHED either to the First or Seventh Fleet, rest assured that sooner or later you'll become intimately acquainted with the San Francisco Bay Naval Shipyard.

It really consists of two areas—Mare Island in Vallejo and Hunters Point in San Francisco. The Shipyard encompasses all the industrial, administrative and support activities at both places.

As the Shipyard's mission is to design, construct, convert, repair and maintain naval ships, whether submarine or surface, conventional or nuclear, a trip to the Yard is almost inevitable.

This summary of the scene will help give you an idea of what to expect. Other than variations created by local conditions, it's not greatly different than any other Stateside military establishment, according to some well-traveled experts. But to others, it's choice duty.

(Note: Reports on housing are subject to change, and the information printed below may well have been revised by the time you read this or by the time you receive orders. With these reservations (housing—reservations. Get it?) in mind, you may find this report on housing helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Transient Family Accommodations—There are 22 officers' units located at Marcus Village, Mare Island. These quarters are available for forces afloat while their ships are assigned to the Shipyard or undergoing overhaul in a private repair facility. No enlisted facilities are available.

Hunters Point has 270 units for enlisted men and 76 officer units. These quarters are available for forces afloat while their ships are assigned to the Shipyard or undergoing overhaul in a private repair facility.

Bachelor Officers' Quarters—The Commissioned Officers' Mess (Closed) is referred to as the BOQ

and the BOQs at both sites have been declared inadequate for BAQ determination.

The BOQ at Mare Island is located in Building 926 at the south end of the Shipyard and is in walking distance of the Officer's Club. Lodging and messing are available for permanent and transient officers. Monthly meal tickets are available for permanent members; transient officers may purchase individual meals.

The BOQ at Hunters Point is located in Building 500 at the south end of the Shipyard. Lodging only is available; messing is provided through the general mess. With the exception of four suites for captains and flag officers, BOQ space is assigned on a first come, first served basis.

Mare Island Housing—There are 480 sets of adequate public quarters on the Shipyard proper available to officer and enlisted personnel. Except for key and essential billets, these quarters are available to officers and eligible enlisted personnel of pay grades E-4 with four years' service and above.

Personnel of ships under construction and homeported ships will be

assigned public quarters on an equal basis with shore stationed personnel.

Requests for officer public quarters should be addressed to the Commander, San Francisco Bay Naval Shipyard, Vallejo. Requests for enlisted public quarters should be forwarded to the Housing Office, Building 487, SF Bay Naval Shipyard, Vallejo.

Inadequate public quarters (Roosevelt Terrace) is located outside the Shipyard in Vallejo. There are 72 units for lieutenant through warrant, and 528 units for enlisted personnel. Requests for these quarters also should be made through the housing office.

The Housing Office, located in Building 487, has a listing of civilian houses for rent and sale. This list is kept current from information furnished by local realtors. Information is posted on the bulletin board in the Housing Office.

Hunters Point Housing—Public quarters in the Shipyard proper are limited. Requests for officers' public quarters should be addressed to the Deputy Commander, SF Bay Naval Shipyard, San Francisco. There are no adequate enlisted public quarters available.

Inadequate public quarters (Solomons Village) is adjacent to the north boundary of the Shipyard with access on Donahue Street and consists of 190 units for enlisted personnel on active duty at the Shipyard and tenant commands. There are 11 inadequate public quarters available for officers.

Housing kits that include dishes, cooking and eating utensils, linen and blankets are available at Mare Island at the rear of the Housing Office. Check-out fee and monthly fee information is available at the Housing Office.

There are no housing kits at Hunters Point.

The household goods section at Mare Island is located in Building 483. If your property is lost or damaged en route to Mare Island, advice and assistance in submitting

All-Navy Cartoon Contest
Donald L. Winans, CT1, USN



carrier, insurer or government claims may be obtained.

Services at Hunters Point are limited to assistance in preparation of the application for movement of household goods and are available at the Shipping Office, Building 406. All other services pertaining to household goods are normally performed by the Naval Supply Center Oakland.

You may not live in a trailer in the Shipyard. However, if you have one you may park it in the Yard upon the approval of the Shipyard Chief of Police or Security Superintendent. They will tell you where to park it.

Transportation

If you are a permanent resident of California, your private auto must bear valid California license plates. If your permanent home is in some other state, you may display plates issued by either California or your home state.

However, if the license plates from your home state are not renewed within time limits set by the state, you lose your option and must acquire California plates.

Also, you may continue to display valid license plates issued by any other state if issued while you were stationed there under orders, but when they expire, you must acquire new plates from California or your home state.

Driver's License—If you're a resident of California, you must have a California driver's license. If a non-resident and you're over 21, you may use a valid license issued by your home state as long as you maintain a non-resident status. Once you establish residency in California, you have 10 days to apply for a California license.

If you're under 21, you have until 60 days after arriving in the state to obtain a California license or a certificate of compliance with the California Financial Law. (In the case of minor dependents who wish to drive, the California license or certificate of compliance must be obtained within 10 days of entry.)

Parking—Like most everywhere else you can drive a car, parking space is at a premium. Parking your private auto is permitted only in specifically marked areas at both Mare Island and Hunters Point.

Areas posted as "miscellaneous" for parking are open to all vehicles at any time. Spaces and areas marked "reserved" mean just that, but at Mare Island, reserved spaces designated by numbers are available to other vehicles, yours included, at any time other than between 0630 to 1530 on normal Shipyard work days.

At Hunters Point, reserved parking spaces may not be used for general parking at any time.

You are advised to avoid parking your car for more than 10 days in any one spot without moving it. Private cars left unattended for 10 days within the confines of the Shipyard may be disposed of as property abandoned to the United States.

Traffic—Maximum speed limit anywhere on the Mare Island Shipyard is 30 mph, with lower limits posted as traffic, weather and other conditions dictate. The speed limit at Hunters Point is 25 mph, with

NOW HERE'S THIS

Oceans of Fingerprints

A U. S. Naval Academy research project in which "fingerprints" of seawater are collected may hold the key to pinpointing fertile areas of the oceans. Additionally, ocean areas with a record of fraudulent sonar echoes may be catalogued.

There are good and bad areas of the sea, just as there are fertile and barren lands. The problem is to know which are where.

Marine plants and animals live and die. From those organic processes come both beneficial substances, such as vitamins and harmful ones, such as toxins.

These chemicals are then dissolved in the waters around them. Until recently, it was assumed that the chemical "makeup" was basically the same at all depths.

Scientific evidence now seems to indicate there can be wide differences between layers of water separated only by natural temperature barriers.

The biggest factor in evolving these new theories has been the development of sophisticated and ultrasensitive devices capable of measuring very minute quantities.

One such instrument—a fluorescence spectrophotometer—was taken to sea last summer.

Operating on the same general principle as the common fluorescent light, this device measures the natural, blue fluorescence given off by chemical substances when bombarded by ultraviolet light.

The measurements are then translated into a line graph, producing an individual tracing or "fingerprint" which identifies the substance.

Because the research is in a new area, plankton specimens were first grown in the laboratory at Woods Hole Oceanographic Institute.

Using a recently developed filtering technique, microscopic plants and animals were removed and the remaining water analyzed, to establish a standard for comparison.

Later readings taken aboard ship in various areas of the Atlantic perfectly matched the laboratory "fingerprints."

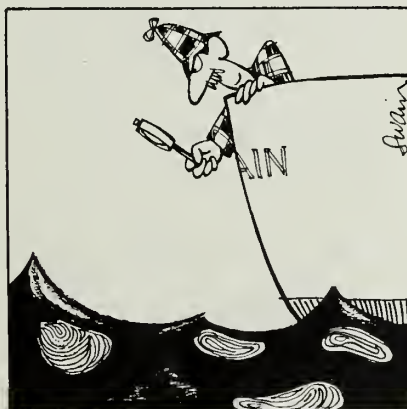
It is hoped that such information could be of great importance, not only to future marine prospectors, but also to the Navy in antisubmarine warfare techniques.

It is now accepted that marine life can create false sonar targets and unidentified sound sources.

Whales, porpoises and some fishes are suspected of making misleading sounds, and other sea life, such as floating masses of seaweed and dense concentrations of plankton also can cause deceptive echoes.

Continuous chemical "fingerprints" could be used not only to locate buildups of organics and nutrients likely to stimulate growth of special types, but also to identify marine life in a given area.

The study is being conducted by Dr. Eugene Traganza, Associate Professor of Naval Science, at the Academy. He will continue his research this summer in the Chesapeake Bay aboard a specially equipped yard patrol craft, which has been outfitted for oceanographic studies by the Naval Science Department. His work is supported by the Academy's Research Council.



lower limits to be observed as posted. Maximum speed on all piers, waterfront work areas, driveways, alleyways and parking areas not specifically posted is 10 mph.

Bus—Municipal buses operate into the Shipyard at Hunters Point. Civilian taxis operate into Mare Island. Additional transportation services of various types are available to move you on and off the Shipyard. These include ship-to-shop express taxis and pickups during working hours, U-drive service any time, ferry services, and a variety of base and inter-site bus routes. If you find yourself in need of transportation, pick up a telephone and ask the operator for the transportation information office.

Vehicle Passes—Auto decals are issued during regular working hours at the Badge and Pass Office, Bldg. 569, Mare Island, and the Motor Vehicle Pass Section, Bldg. 102, Hunters Point. You are subject to the financial responsibility provisions of the California Vehicle Code; you must have valid auto registration, driver's license and proof of insurance at time of application. (Minimum auto insurance coverage is \$10,000 and \$20,000 for public liability and \$5,000 property damage. Insurance which covers "on base" driving only is not acceptable for obtaining a base sticker.)

Recreation

Those who've been there say the San Francisco area is one of the finest in the world for recreation. However, don't overlook the variety of entertainment facilities available at the Shipyard. Count 'em.

Mare Island has picnic grounds, athletic fields, bowling alley, golf course, gymnasium, hobby shops, library, photo lab, sailing club, fishing boats, swimming pool, theater, wrestling and weight rooms, varsity and intramural sports, camping and sports equipment, slot car raceway, tennis courts, and athletic gear issue room.

Hunters Point has nightly movies, a library, music room, hobby shops, gymnasium, bowling alley, tennis courts, softball and baseball fields, sailing club, and provisions for checking out camping and sports equipment.

The San Francisco Recreation De-

All-Navy Cartoon Contest Robert D. Scribner, AN, USN



"Gee, what luck!—I was selected as 'sailor of the month' again this month!"

partment operates golf courses at Harding Park (Lake Merced), Lincoln Park (34th and Clement), Sharp Park (Ocean Highway), Golden Gate Park (47th Ave. and Main Drive), McLaren Park (Sunnydale Ave.), and the United Service Golf Club (Presidio).

A Summer Fun program for dependents aged six through 12 is administered by the Mare Island Special Services department. The program normally runs from the last week in June through the first week in August, 0900 to 1200 daily, and offers swimming instruction, arts and crafts, indoor and outdoor games and field trips for the kiddies.

Officers' Clubs—The Commissioned Officers' Mess at Mare Island (Bldg. 396) offers food, bar and package store service daily except Monday. The Mess schedules a variety of events announced in a monthly bulletin and by special flyers. Dinner reservations and special party arrangements should be made with the Club manager. From late May to late September, weather permitting, the Club swimming pool is open during school vacations and

All-Navy Cartoon Contest John Malcolm Schantz, LT, USN



"... Mind if I offer a suggestion?"

weekends. Pool hours are 1200 to 1800.

The Officers' Club at Hunters Point is located atop a hill in Bldg. 901—there's an excellent view of the Bay and San Francisco. Food, bar and package store service is available daily except Monday, with happy hour twice a week and dancing on Saturday. The Club takes reservations for weddings, receptions, cocktail parties, showers, luncheons, etc., with details of both regular service and special functions handled by professionals.

CPO Clubs (Open)—The Chiefs' Club at Mare Island (Bldg. 41) is open from 1100 to 1300 and 1600 to 2330 on Tuesday, Wednesday and Thursday; 1100 to 0130 on Friday; 1000 to 0130 on Saturday; and 1300 to 2330 on Sunday. Usual Club activities include game night once a week, dancing on Fridays and Saturdays, and periodic happy hours. Baby sitting service is available at the Club on Tuesday, Friday and Saturday beginning at 1800. Lunch is served 1100 to 1300 daily except Sunday and Monday; dinner is served Tuesday, Friday and Saturday at 1700 and at 1600 on Sunday. The package store is open 1000 to 1800 Tuesday through Saturday.

The CPO Club at Hunters Point offers much of the same. This one's in Bldg. 196 on Donahue street. Happy hours are observed from 1630 to 1930 each Wednesday; on Friday and Saturday you may demonstrate how light you are on your feet by dancing to live music from 2100 to 0100. Game night is Tuesday beginning at 2000. The Club has a package store, plus facilities for private parties.

EM Clubs—The Neptune Club at Mare Island (Bldg. 753) near the North Gate opens at 1630 Monday through Friday and 1200 on Saturday and Sunday. Club facilities include snack bar and game room, with separate dining room and bar areas for petty officers first and second. Game nights are Monday and Thursday, dancing to live music is scheduled each Friday and Saturday.

The Reef Club in Bldg. 120 at Hunters Point has a snack bar, dancing room and two party rooms. The latter may be reserved for private parties. There's an Acey Deucey Club on the second deck. Dancing to live

music three times a week; game night each Thursday. The EM Club has a barber shop which is open during regular working hours.

Teen Club—Chaperoned club facilities for teen-age dependents are located in Bldg. 737, Mare Island, and Bldg. 501, Hunters Point. The Teen Clubs have snack bars and activities which include dancing, ping-pong and other events. The Teen Club at Mare Island is open from 2000 to 2300 Fridays; the hours at Hunters Point are 1900 to 2300 Friday, and 0900 to 2300 Saturday.

Fishing—Rod and reel enthusiasts at Mare Island are permitted to fish in designated areas. A California fishing license is required and State game laws must be observed. At Hunters Point, fishing is permitted subject to State game laws, and children must be accompanied by an adult. A license is not required if fishing is confined to designated berths and piers; all persons 16 or older must have a license while fishing from the shore line in the Shipyard.

Firearms—It is necessary to have a firearm permit before you may take a private rifle or pistol into the Shipyard. Application forms and rules for use are available at the base police station. (Note that Mare Island has been designated a wild life refuge and hunting or taking of game is prohibited.)

Commissary, Exchange

Commissary and exchange facilities are plentiful at both Mare Island and Hunters Point. The commissary at Mare Island, located outside the North Gate, is open daily except Sunday. (Bread, milk and snack items also are available in the Navy Exchange Location store, Bldg. M-34.)

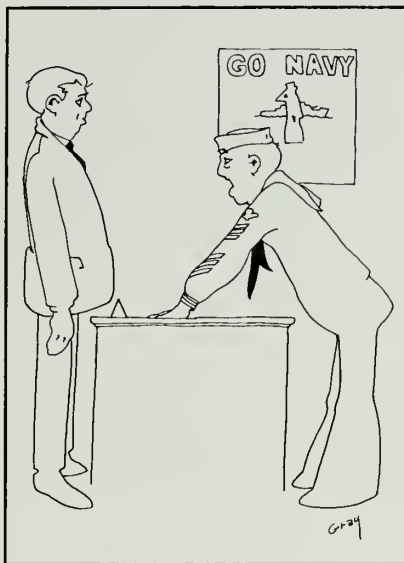
The Hunters Point commissary is in Bldg. 803 on "I" street. The store is open Tuesday through Saturday, with a brief list of "must" items such as bread and milk available on Sunday and Monday at a Dairy Drive-In located in front of the commissary.

If eating-out without leaving the base is your pleasure, you'll find four cafeterias at Mare Island and eight cafeterias and snack bars at Hunters Point.

Other exchange facilities include:

Mare Island—A main store, Bldg.

All-Navy Cartoon Contest James A. Gray, EM2, USN



"Then after four years, if you are not thoroughly satisfied . . ."

773, offers the usual line of Navy Exchange items; an Annex (Country) store located adjacent to the main exchange carries beverages, garden supplies, hardware, tools and paints. The Exchange Location store already mentioned opens at 0830 Monday through Saturday. A third exchange store is located in Bldg. H-89, Schools Command.

For that squared-away look, barber shop services are available at four locations on Mare Island. The main exchange (Bldg. 773) also has a check cashing service, plus laundry, dry cleaning, shoe repair, tailor and watch repair shops. Rodman Center is the site for a beauty shop and fountain. The Mare Island gas station is located behind Rodman Center.

Bldg. H-89 has the Schools Command Exchange, fountain, laundry and dry cleaners and shoe repair shop. Bldg. M-34, the Location Exchange, also offers check cashing service, plus laundry and dry cleaning facilities, and shoe repair and tailor shops.

Hunters Point—The Main Exchange is in Bldg. 505 on "H" street. An Annex (Country) store is located next door. Services and facilities available in the two-building complex include barber shop, beauty shop, check cashing, fountain, laundromats, laundry and dry cleaning, shoe repair, tailor, and watch repair.

The Hunters Point gas station, located in Bldg. 709 on "I" street, is an exchange outlet for beverages.

Bank Facilities—The usual banking services are available at Bldg. 816, Mare Island, and Bldg. 915, Hunters Point. On payday, you may cash your check at the Mare Island banking site, on board USS *Pelias*, or at the Schools Command canteen building.

Mare Island and Hunters Point have Federal Credit Union offices you may use for saving or borrowing money. Membership is limited; you should check with the credit union offices (1415 California Ave., Mare Island; Bldg. 214, Hunters Point) for details.

Both Shipyard sites have Navy Wives' Clubs and Navy Relief Thrift Shops, plus offices for the Navy Relief Society as well as the American Red Cross.

Religious facilities are available on-base to provide regular Catholic, Protestant and Jewish services and Sunday School.

Post offices are located in Bldg. 103 (Mare Island) and Bldg. 102 (Hunters Point). Both Shipyard areas have clothing and small stores to fill your uniform needs, and the usual general mess facilities which provide three square meals a day.

Medical, Dental

Dental facilities are located in Bldg. 764, Mare Island, and Bldg. 520, Hunters Point. Complete services are available, including dental prosthesis.

Dental treatment for dependents is not authorized except in emergency cases. Dental officers attached to ships undergoing overhaul or conversion may use auxiliary facilities to provide treatment to members of their ships' companies.

Dispensaries are located in Bldg. H-73, Mare Island, and Bldg. 210, Hunters Point, complete with outpatient clinics for eligible dependents and retirees. "Walk-in" patients are seen on a first-come, first-served basis, and no appointment is necessary for an initial visit.

Here are some additional notes about Mare Island and Hunters Point:

Cameras—Active duty personnel and dependents may carry photographic equipment on and off the

Shipyards; others must have camera permits. You may not take pictures in waterfront and industrial areas, warehouse and storage areas, and posted security areas.

Dependents' ID—Your dependents age 10 or older may receive ID cards, after certified application, from the Badge and Pass Offices, Bldg. 569 Mare Island, and Bldg. 102, Hunters Point.

Domestic Help—If you employ a domestic while residing on base, you must first send the employee to the Badge and Pass office to apply for a pass. Upon termination of the domestic employment, you must return all passes to the Badge and Pass office.

Pets—If you reside in the Shipyard, you must register your pets with the base police, and, if the pet is a dog, provide proof of inoculation for rabies. Your pet must be supervised at all times; animals found wandering about will be turned over to the SPCA and the owners must pay any charges levied.

Property Passes—No material of any kind may be removed from the Shipyard unless authorized by a property pass or permit signed by the cognizant authority. (You may, of course, remove your private property without a pass.)

Nursery School—Dependent children ages three through five may attend an approved nursery school program at Bldg. 735, Mare Island, from 0900 to 1130 on regular school days. Arrangements may be made to have the child picked up at nursery school and then fed and cared for at the Day Care Center until picked up by the parent. Information concerning tuition is available at the school office.

Day Care Center—Working mothers may have dependent children ages six months to eight years cared for in Bldg. 735, Mare Island, Monday through Friday. Hot lunches are served at minimal cost, and a free snack is served in the mid-morning and mid-afternoon. The Center has both outdoor and indoor play areas, plus cribs and cots for nap-time. Rates are as posted in the center.

Hunters Point has limited day-care facilities in Bldg. 532. Hours are 0830 to 1700 Tuesday through Friday, and 0830 to 1400 Saturday.

Requirements Eased For Proficiency, Superior Performance Pay Groups

Some changes have been made in the administration of the Enlisted Proficiency Pay Program. One makes additions to the list of military specialty skills eligible for proficiency pay (specialty) on a continuing basis. Another makes an addition to Navy men eligible for superior performance pay while a third concerns eligibility for specialty pay.

Several factors establish eligibility for specialty pay. One specifies a Navyman must be qualified for, assigned to and serving in an authorized military specialty billet which is reflected on his command's manpower authorization.

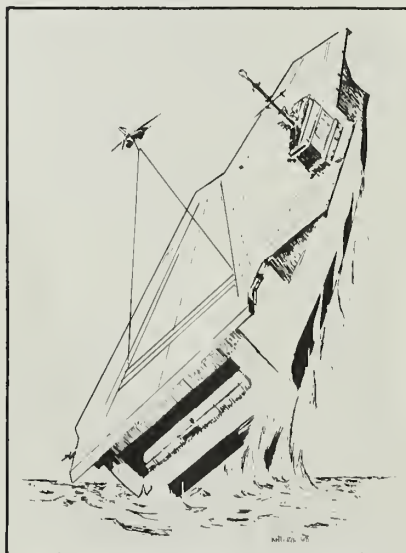
This eligibility requirement remains the same. However, the circumstances under which the requirement may be waived have, in some cases, been changed. For example:

Now, the requirement may be waived for Navy men attending a formal course of instruction (including temporary and temporary additional duty for instruction).

Formerly waivers were granted only when such duty was in connection with courses directly relating to the Navyman's proficiency pay.

Another change in the Proficiency Pay Program covers those inactive Reservists who have reported for active duty (not to be confused with active duty for training). These

All-Navy Cartoon Contest
Richard A. Katuzin, AN, USN



"Whoops!"

Navy men must have completed 24 months of active service or they must have completed their eight-year service obligation as prescribed by Section 651, Title 10, United States Code.

Still another requirement which has been altered required a Navyman to serve for six months of active duty before becoming eligible for specialty pay.

Now, however, those who have been discharged and reenlist yet still maintain their continuous service (by reenlisting within 90 days or less) may still receive specialty pay provided their commanding officer determines, after they report for duty, that they meet the military requirements to which they have been assigned. This also applies to members of Reserve components ordered to active duty.

Except for the changes listed above, the conditions under which Navy men may collect specialty pay remain the same.

In the realm of military specialty skills eligible for pro pay (specialty) on a continuing basis, five additions were made in the \$75 (P-2) specialty award level. They are:

- The Aviation Antisubmarine Warfare Operator (AW) rating.

- In the Rating Series NECs, RD-0335 (Electronic Warfare System Specialist) has been added with men in the RD rating eligible.

- Rating Series NEC ST-0424 (SSN Integrated Sonar System (Retrofitted) Technician) has been added with men in the ST rating eligible.

- Also added are AQ 7973 (A6A Avionics Weapon Systems Technician) with men in the AQ and AT ratings eligible as well as

- Rating Series NEC 8394 (Drone Anti-Submarine Helicopter (DASH) Technician) with men in the EN, ET, AT and AD ratings eligible.

In addition to these changes, Navy recruit company commanders at Orlando, Fla., are eligible for superior performance pay as well as the others filling BuPers controlled "I" billets at recruit training commands in San Diego, Great Lakes, and Bainbridge.

As heretofore, they must be directly connected with instructing and supervising recruits.

All changes given above were found in BuPers Inst 1430.12H.

Here's a How-To-Do-It For Do-It-Yourselfers Who Just Can't Wait Any Longer

A new pennant for the Meritorious Unit Commendation may be displayed by ships and other units which rate the award, but those who wish to fly the pennant will temporarily have to make their own.

This, in essence, is the word on the MUC pennant from the Naval Ship Systems Command, which developed the design, and the Decorations and Medals Board, which discussed its display.

Official versions of the pennant probably will not be available for issue through supply channels until next February at the earliest. In the meantime, commands which rate the MUC may have their own pennants made up provided they follow specifications (see cut).

The MUC itself is a relatively new award. It was established last year to recognize valor and meritorious performance by a unit under either combat or noncombat conditions (ALL HANDS, April 1968).

The MUC joined the Presidential Unit Citation and Navy Unit Commendation as authorized unit awards and, for precedence, ranks immediately below the NUC. It is awarded in the name of the Secretary of the Navy.

A growing number of ships and other units active in Southeast Asia already have received the MUC.

Generally, men who are permanently assigned or attached to the unit, and who were actually present and participated in the action for which the unit was commended, are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. No medal is authorized.

The color pattern for the MUC pennant closely follows that of the MUC ribbon.

The pennant may be displayed by shore commands which rate it, and from sunrise to sunset by authorized ships when not underway. It is flown from the foretruck by ships and from such locations as the Commanding Officer may designate by commands based ashore.

The *Awards Manual* contains details on MUC eligibility, award authority, and related administrative procedures.

New Glossary

A glossary designed to standardize the naval manpower management business has been published by the Chief of Naval Operations.

Developed in response to a recommendation of the SecNav Task Force on Personnel Retention, the *Navy Glossary of Terms for Manpower Management and Personnel*

Administration (OpNav 01BI-P2) explains what is really meant by such terms as "billet sequence code," "manning level," and "unit identification code."

The new lexicon may be ordered from Naval Station, Washington, D.C. 20390; Naval Supply Center, Norfolk, Va. 23512; and Naval Supply Center, Oakland, Calif. 94625

Meritorious Unit Commendation Pennant

Measurements for large size pennant:

A—3 ft.—9-3/8 in.

B—7 ft.—11-13/16 in.

C—8-1/4 in.

D—6 ft.—7-13/32 in.

E—1 ft.—4-13/32 in.

F—11-11/32 in.

G—1 ft.—10-11/16 in.

H—8-5/16 in.

I—1 ft.—9-31/32 in.

J—2 ft.—9-31/32 in.

K—3 ft.—8-5/16 in.

L—4 ft.—5-3/16 in.

M—3-19/32 in.

N—2-7/8 in.

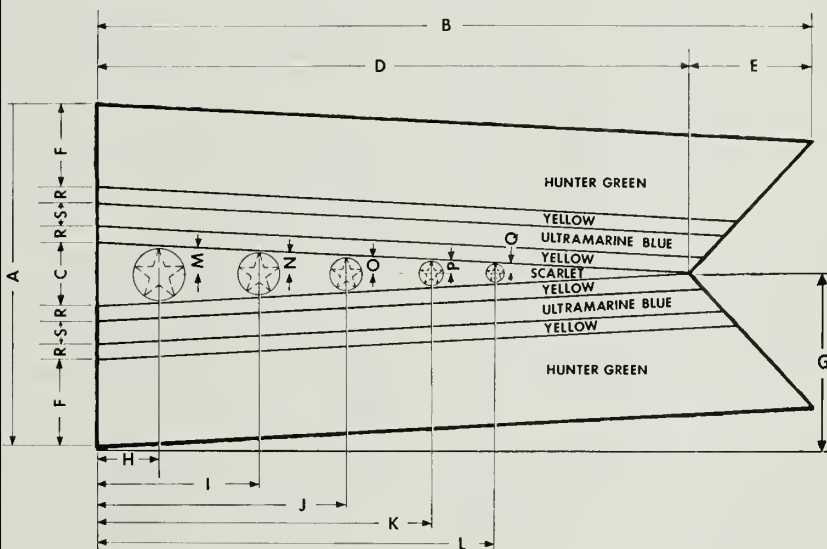
O—2-1/4 in.

P—1-23/32 in.

Q—1-1/4 in.

R—2-1/16 in.

S—3-3/32 in.



NOTES:

1. Colors: Hunter Green—Cable No. 70064; Yellow—Cable No. 70068; Ultramarine Blue—Cable No. 65010; Scarlet—Cable No. 65006; Bronze—Cable No. 70159.

2. The cable numbers for ultramarine blue (65010) and scarlet (65006) are listed in the U.S. Army Color Card. Cable numbers for the remaining colors are listed in the Standard Color Card of America, 9th Edition. Both color cards are issued by the Textile Color Card Association of the United States, Inc.

3. The green, yellow, blue and yellow stripes run parallel to the scarlet.

4. Meritorious Unit Commenda-

tion pennant fabricated for stock shall be made without stars.

5. Should a unit be cited more than once, for each citation in addition to the first for which the insignia are authorized, there shall be added one bronze star up to a total of five stars. Stars will be located and displayed as shown in the drawing.

6. Emblazonry of the stars may be applied by—(A) appliqueing, (B) painting, (C) silk screen process, or (D) a combination of these.

There are two other sizes: (1) approximately 1 ft. 11 in. by 4 ft.; and (2) approximately 1 ft. 4 in. by 2 ft. 10 in. The blueprints may be obtained from the Naval Ship Engineering Center.

SAM and PAL Ride Navy's Pony Express

IT IS WELL KNOWN that some mail travels faster than other mail. Not everyone, however, knows why nor does he know what can be done to make his letters and parcels travel faster by marking them for the priority they deserve.

The postal service has assigned various priorities to letters and parcels. The system is designed to move in the least possible time the most important items to servicemen both at home and overseas.

To take advantage of these priorities, each piece of mail must conform to regulations concerning size and markings.

Here are the various ways by which mail can be sent:

First Class Mail: This category of mail includes all letters in envelopes no larger than five and one-half by 11 inches. Larger envelopes and parcels must be so marked; otherwise, third or fourth class treatment may be expected. Air transportation will normally be provided mail falling within this category except as noted below and in the following table.

Airmail: This service is given to all mail which is marked Airmail or Air Parcel Post.

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN



"Slipknot, eh!"

Certified mail receives air or first class service as marked, and should be used when the sender wishes to prove either that the item was mailed or that delivery was made.

Registered mail receives airmail or first class service as marked. If a registered letter is being sent to a military post office address outside the United States, the service will

be significantly slower than it would be had it been sent as ordinary mail. This, of course, is due to the added control necessary.

Special delivery is given expedited surface transportation unless it is marked first class or airmail. Although civil post offices give expedited service to addressees, such mail to Navy activities and other government agencies usually is provided only when special arrangements have been made with the Post Office Department with the command desiring the service.

Special Handling is given to official parcels marked *Special Handling*. They receive expedited surface transportation in the United States and are airlifted to, from and between overseas military post offices.

Second, Third and Fourth Class Mail: This mail normally is provided surface transportation throughout except when air transportation is authorized by special legislation as specified under *Space Available Mail (SAM)*, and *Parcel Airlift (PAL)* below.

Insured mail is available only on third and fourth class mail, which includes parcels marked, SAM, PAL and Parcel Post.

Post offices do not maintain records of receipt and delivery of insured articles valued at less than \$15. However, parcels are numbered upon payment of an additional fee.

Legislation, some of which is very recent, provides for the airlift of the following mail:

Space Available Mail (SAM) applies only to personal mail which consists of First Class letters, post and postal cards, sound recorded communications having the character of personal correspondence, parcels weighing not more than five pounds and measuring not over 60 inches in length and girth combined and certain second class publications which are published once each week or more frequently and feature current news of interest to the Armed Forces and the general public.

Parcel Airlift (PAL) is a special service whereby personal parcels which weigh not more than 30 pounds and measure not more than 60 inches

Type Service	Marking	Handling Precedence	Mode of Transportation
AIRMAIL Official (All Classes) Personal (All Classes)	AIRMAIL/AIR PARCEL POST	First	Domestic - AIRLIFT Overseas - AIRLIFT
FIRST CLASS Official (Letters, Large Envelopes, and Flats) Personal (Letters, Post and Postal Cards, and Sound Recorded Communications) Official first class parcels Personal first class parcels	FIRST CLASS	Second (Official) (Personal)	Domestic - AIRLIFT Overseas - AIRLIFT Domestic - AIRLIFT Overseas - AIRLIFT Overseas - Surface
SPECIAL HANDLING	SPECIAL HANDLING	Second (Official) (Personal)	Domestic - Rail/Truck Overseas - AIRLIFT Overseas - Surface
SPECIAL DELIVERY Note: (Special Delivery mail will be handled as shown unless marked for AIRMAIL or FIRST CLASS service)	SPECIAL DELIVERY	Second (Official) (Personal)	Domestic - Rail/Truck Overseas - AIRLIFT Overseas - Surface
SECOND CLASS Personal (SAM) Newspapers All Other	SECOND CLASS	Third	Domestic - Rail/Truck Overseas - AIRLIFT Domestic - Rail/Truck Overseas - Surface
SAM PARCELS	SAM	Fourth	Domestic - Rail/Truck Overseas - AIRLIFT
PAL PARCELS	PAL	Fourth	Domestic - AIRLIFT Overseas - AIRLIFT
PARCEL POST Official parcels not marked for additional service. Personal parcels not marked for SAM or PAL service.	PARCEL POST	Fifth	Domestic - Rail/Truck Overseas - Surface

in combined length and girth will be given airlift service to and from military post offices upon payment of the regular surface postage plus a one-dollar fee.

Mail that is not marked *Airmail, First Class, Special Delivery, Special Handling, SAM* or *PAL* will be transported by surface transportation over the entire route of travel.

The following table will show you in a nutshell the handling preference given to various types of mail, how the mail should be marked and the way it is transported.

Now Is the Time To Check Up on Voting Procedures

General election day is Tuesday, 5 November, but relatively few Navymen will be near the state in which they are eligible to vote.

Distance from their voting residence, however, is no longer a problem for Navymen. Thanks to the Federal Voting Assistance Act of 1955, all states have provided help for you and your family concerning casting.

Each state has its own laws concerning voting qualifications. Generally speaking, differences in these laws are found in the requirements for citizenship, age, registration and length of residence in the state and voting district.

For example, most states require that voters be 21 years old, that they reside in the state for a specified length of time, that they be registered and, in some states, that voters be of good character.

Here is a brief rundown which gives variations of the 21-year-old voting age rule as well as information on residence, registration and character requirements.

The minimum age for voting is 21 in all states except Alaska, Georgia, Hawaii and Kentucky. In Georgia and Kentucky, the minimum age is 18. Alaska has fixed the minimum voting age at 19 and Hawaii bestows the voting privilege on its citizens at age 20.

Residents of the Territory of Guam are entitled to vote upon reaching age 18 but Guam does not participate in national elections.

All states require a minimum

period of residence as a prerequisite for voting and many permit registration by absentee process. Some states will register a qualified voter at the same time they accept a Federal Post Card Application or a voted absentee ballot. In others, a voter must be registered before applying for a ballot.

In addition to the qualifications concerning age, residence and registration, some states require that the voter be of good character or that he not have been convicted of a felony unless pardoned.

It is the responsibility of the appropriate state officials (not the Navy's) to determine an individual's eligibility to vote under the laws of that state.

If you have doubts concerning your eligibility to vote or don't know how to cast an absentee ballot, the Navy has a program to help you and your dependents become acquainted with your voting rights, privileges and responsibilities. All you need do is ask your voting officer.

Your voting officer has been appointed to give you factual, accurate and unbiased information on how you and your dependents may vote by absentee ballot or in person.

If you and your family are in the United States and intend to vote by absentee ballot, you should have received, by 15 September, the Federal Post Card Application for Absentee Ballot (FPCA) (Standard Form 76, Rev. 1955). Overseas

All-Navy Cartoon Contest Gregory L. Stevens, CYN5N, USN



"You can forget the starch this time..."

Navymen should have received one by 15 August.

This form must be delivered to you by hand to insure that you and all eligible Navymen are given the opportunity to apply for absentee ballots. It is the responsibility of your voting officer to see that these forms are available.

Ships and stations may be requested to furnish statistical data on the number of personnel who are old enough to vote in the general elections and the number who actually voted by absentee ballot.

This information, however, in no way infringes upon your right to cast your vote in secrecy. In fact, the law requires that the actual marking of the ballot be done privately.

No person is entitled to question you concerning the way you voted or your choice of candidate nor can any commissioned, warrant, petty or noncommissioned officer attempt to influence your choice of candidate.

Corpus Christi Welcomes 350 New Housing Units

A five-million dollar, 350-unit naval housing project, covering several city-size blocks, has been opened at NAS Corpus Christi. The first unit was occupied on 8 June, while others were still under construction.

The one- and two-story air-conditioned homes, with individual carports, are varied in design by the use of exterior wood and brick. Gas ranges, refrigerators, garbage disposals, draperies and venetian blinds are the basic furnishings. Each unit also has connections for washers and dryers.

Twelve children's playgrounds, equipped with swings, slides and seesaws, are scattered throughout the court-designed landscape.

The first 200 dwellings are being assigned to enlisted families, while the remaining 150, expected to be completed and ready for occupancy in November, have been designated for officer families.

Bachelor enlisted men at Corpus are also looking forward to new lodgings expected to be completed early next year. The project consists of three two-story barracks with central heating and air-conditioning.

educational experiences may be considered particularly qualified for transfer to the restricted line:

Engineering (1400). Baccalaureate or higher degree in engineering or science. Have completed, currently enrolled in, or have demonstrated the potential to complete postgraduate training which leads to a master's degree or its equivalent in any phase of engineering or science related to the Naval Ship Systems Command or Naval Electronics Systems Command. Fields of primary interest are naval architecture, mechanical engineering, electrical engineering and engineering electronics.

Also, any engineering field of design, construction, repair, shore electronics, maintenance of ships and installed machinery and equipment or related research and development. A background which includes three years afloat and one year of engineering duty is particularly desirable.

Aeronautical Engineering (1510). Baccalaureate degree or higher in engineering or science. Have successfully completed, or demonstrated potential to complete, postgraduate study in engineering, science, or management related to responsibilities of Naval Air Systems Command.

Fields of interest are both technical and managerial; applicants with a combination of engineering, science and managerial study are considered eligible. Fields of study should be aeronautical engineering, engineering electronics, electrical engineering, mechanical engineering and physics.

Applicants with study in operations research, combined with other desired experiences, are also eligible. Candidates should have sound background of at least four years' operational experience in the Fleet.

Aeronautical Engineering Meteorology (1530). Degree in meteorology or baccalaureate or higher degree in any field of engineering, chemistry, mathematics, physics or oceanography. At least one year (30 semester hours) of courses in meteorology, or graduate study in meteorology at Naval Postgraduate School. Should have at least two years' experience in meteorology billet.

Special Duty Public Affairs (1650). Baccalaureate or higher degree, pre-

erably in a foreign language or linguistics, engineering (emphasis on electronics/electricity), physics, mathematics or computer sciences including operational or systems analysis. Experience should include training in research techniques, including teaching. Applicants must meet security requirements outlined in BuPers Inst. 1120.33E.

Special Duty Intelligence (1630). Baccalaureate degree or higher in electronics, industrial engineering, government, political science, international relations, geology, geography, cartography, language, hydrography, photogrammetry, physical or natural science, law, transportation or other field related to intelligence category. Operational experience at sea and previous experience in intelligence is desirable.

Special Duty Public Affairs (1650). Baccalaureate degree or higher;

Correspondence Courses

Five enlisted correspondence courses and three officer courses have been revised and are available to the Fleet. In addition, one new course, *Principles of Naval Engineering* (NavPers 10507), is now available to officers. Revised courses are listed below. Note that one course is classified.

Enlisted Courses

- *Machinist's Mate 3 & 2* (NavPers 91502-2B); supersedes NavPers 91502-2A.

- *Aviation Boatswain's Mate F 3 & 2* (NavPers 91679-C); supersedes NavPers 91679-B.

- *Air Controlman 3 & 2* (NavPers 91676-1B); supersedes NavPers 91676-1A.

- *Aviation Maintenance Administrationman 3 & 2* (NavPers 91498-B); supersedes NavPers 91498-A.

- *Gunner's Mate M (Missiles) 3 & 2* (NavPers 91379-A); Confidential, supersedes NavPers 91379.

Officer Courses

- *Military Sea Transportation Service* (NavPers 10972-B1); supersedes NavPers 10972-B.

- *Contract Administration and Contractor-Labor Relations* (NavPers 10742-A); supersedes NavPers 10742-1.

- *Jet Aircraft Engines* (NavPers 10985-C); supersedes NavPers 10985-B2.

mass communications, including public relations, journalism, advertising, radio, television and associated major study areas. Should have professional experience and active duty in public affairs-type billet.

Ordnance Engineering (1700). Baccalaureate degree or higher in engineering or science and postgraduate training in engineering, science or management (master's degree or equivalent). Should have four years' operational experience in the Fleet.

Waivers of eligibility requirements may be considered individually for officers who have broad backgrounds in appropriate specialties. Also, those who do not meet the desired education and experience backgrounds may be considered for redesignation as needs of the service dictate.

Applications for transfer to the restricted line should be submitted to the Chief of Naval Personnel (Pers-B643) before 1 November each year. A selection board normally convenes each December.

Those selected are designated in their current grades and dates of rank as soon as they become available for reassignment.

RESTRICTED TO UNRESTRICTED—

Requests for redesignation from the restricted to unrestricted line should be forwarded to the Chief of Naval Personnel (Pers-B643), via command channels, using the format prescribed in the basic directive. The CO's endorsement should include specific recommendations with regard to the applicant's motivation and qualifications for unrestricted line duty.

The application should include two copies of a Report of Medical Examination (SF 88) and one copy of a Report of Medical History (SF 89).

Full details on restricted line transfers and applications are contained in BuPers Inst. 1120.33E. It is noted that Reserve officers and temporary Limited Duty Officers may apply for appointment in the restricted line under provisions described in article C-1105A, *BuPers Manual*. Limited Duty Officers (permanent) who desire appointment to the restricted line should review article C-1307, *BuPers Manual*, in addition to the BuPers directive.

Up-to-Date Reading List for World-Wise Navymen

IT'S NO LONGER enough to stay current with developments in your own specialty.

No matter whether you are in a ship at sea or in the naval air arm, or have a desk job in Washington, San Diego or Norfolk, or whether you're counting the days until you greet your relief in the Far East, it helps to know where you and your job fit into the general picture.

This is one of the reasons why SecNav (through the SecNav Reading Program Committee) takes considerable trouble to compile periodically a list of books and articles which every Navyman, officer and enlisted, is urged to read. They're all timely and significant, and will help you keep abreast of the rapid changes in the national and world situation.

Here's the most recent list, with a brief description of each title offered:

Asia

Lost Reflections on a War—Bernard B. Fall. The author's sympathy with all things Vietnamese and his grasp of the nuances as well as the overt realities of U. S. involvement give impact to this posthumous work. Consists of 19 unpublished pieces, articles new to book form and transcripts of tapes.

South-East Asia: Race, Culture and Nation—Guy Hunter. A short, factual, calmly rational study of the nation building process as it is conditioned by race, religion, language and similar factors. Most nations of Southeast Asia have populations composed of people of quite divergent cultures. That's the big problem.

India's Quest for Security: Defense Policies, 1947-65—Lorne J. Kovic. Independence gave India the responsibility for her own active defense. The efforts of a nation vast in population but limited economically to maintain a satisfactory level of military strength are the subject of this carefully researched study.

The Korean War—General Matthew B. Ridgway, USA (Ret). Describes the efforts of the General to reorganize the 8th Army after General Walker's death. He also has a few words to say on the dismissal of General MacArthur, the strategy of

limited wars, and the Navy and Marine Corps.

Foreign Relations

The American Approach to the Arab World—John S. Badeau. As the author sees it, our basic approach to the Arab nations has been to try to find out what they are doing, and tell them to stop it. He doesn't think much of that idea, and suggests means of improving U. S. ability to protect her true interests in the Middle East.

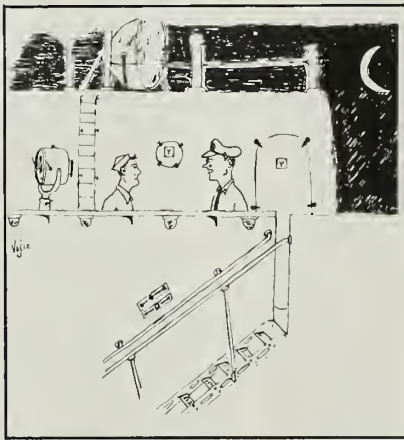
Memoirs—George F. Kennon. Kennon reveals himself as an intellectual, a humanist and a remarkably modest man considering the impact he has had on the formation and execution of foreign policies. His lucid account of how and why decisions were made is what makes his memoirs so valuable.

The Real CIA—Lymon B. Kirkpatrick, Jr. The approach is partially autobiographical, which adds interest to the accounts of the Bay of Pigs and the U-2 incidents. However, the primary purpose of the author is to explain the internal organization, the mission, the problems and the realities of the agency.

Across the Pacific: An Inner History of American-East Asian Relations—Akiro. With a subtitle such as this, who needs further explanation?

Americo's Stake in Asia—Drew Middleton. Impressions by the author of a journey throughout Southeast Asia.

All-Navvy Cartoon Contest
Jose Veliz, Jr., BM2, USN



"I don't care if it does attract bugs. I want you to send the message."

Describes the nature of the struggles of both small and large countries to remain independent and to achieve economic and social stability in the face of discouraging odds.

Gibraltar, the Keystone—John D. Stewart. Covers almost everything there is to know about Gibraltar, but concentrates on the present problem—what happens to a small colony when the people do not wish to become citizens of the nearest country but when colonial status is nearing an end.

Australia Faces Southeast Asia: The Emergence of a Foreign Policy—Mary Belle and Amy Vandenbosch. What with Southeast Asia being in a turmoil ever since World War II, and what with Great Britain pulling up stakes, Australia is having difficulties with her foreign policies. The policies of the United States look good; yet questions remain, not least being the "Trustworthiness of American support," according to some sources.

Negotiating with the Chinese Communists: The United States Experience—Kenneth T. Young. These studies of Chinese strategy in international negotiations have a transfer value to situations involving negotiations with Asian communities in general.

Science

The Politics of Pure Science—Daniel S. Greenberg. The nature and development of the relationship between the scientific community and the military and federal government is explored. Greenberg thinks there may be trouble ahead.

The Froil Ocean—Wesley Marx. Another viewer-with-alarm, with the ocean as possible victim this time. Marx cites case after case, a number of them involving the Navy, to make clear the ease with which the delicate balances that sustain ocean life and physical structure can be upset, and suggests directions which may be taken.

The Double Helix—James D. Watson. Scientists are people. This thesis, if fully accepted by the intellectual community, may have as far-reaching effects as that of the discovery of the structure of DNA. In any event, Watson makes a good (and most readable) case for it. In re-

telling the events leading to the final discovery of the structure of the DNA molecule, for which he won his share of the Nobel prize, Watson has recreated the competitive, aggressive, often exuberant and frequently boring atmosphere which existed. It might be noted that his major scientific work (to date) was completed before his 25th birthday.

Military Affairs

The Foll of Japan—William Craig. After beginning the war, Japan didn't quite know how to stop it. As the military situation grew from bad to worse, chaos developed in Japan with mutiny a fact and revolution a possibility.

Incredible Victory—Walter Lord. The story of the Battle of Midway has been told before and will undoubtedly be told again, but it is unlikely that it will be told better.

1942: The Year that Doomed the Axis—Henry H. Adams. Gives a touch of nostalgia for those who lived through that gulp-making year in which the United States and her allies fought desperately on widely separated fields to ward off what appeared to be the final onslaught. The younger generation might — just possibly might — have a little more respect for their elders after reading this. But they probably won't.

The Admirals Lobby—Vincent Davis. A study of the Navy's attitudes and involvement in political activity and lobbying. Somewhat tentative and unverified.

The Sea in Modern Strategy—L. W. Martin. An attempt to bridge the gap between a large technical literature devoted to naval science and

Borrowing Books by Mail

The books recommended here are available through shipboard libraries and the general libraries at shore bases insofar as funds are available. Individuals may borrow books on the list, by mail, directly from the following Navy Auxiliary Library Service Collections:

- Chief of Naval Personnel (Pers-C46), Department of the Navy, Washington, D. C. 20370, for those in Northeast, European, Mediterranean, and Middle East areas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 174, FPO, San Francisco, Calif. 96630, for personnel in the Far East and the Marianas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Bldg C-9, Norfolk, Va. 23511, for those in Southeast and Caribbean areas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 20, FPO, San Francisco, Calif. 96610, for personnel in Central Pacific, Hawaii areas.

tactics and a growing body of works devoted to strategic analysis.

Money Management

As an aid to sound personal financial management, the following publications are suggested (in this connection, see also the August issue of ALL HANDS):

Managing Insurance and Personal Finance—U. S. Military Academy. Specifically directed to military financial problems and money management.

Your Investments—Leo Barnes. A standard guide to investments, stocks, bonds, real estate, mutual funds, and the like.

The Retirement Handbook—Joseph C. Buckley. A frequently revised book which gives much useful advice and information.

Truth about Probate and Family Financial Planning—William J. Casey. Estate planning for the layman.

How to Save Money When You Buy and Drive Your Car—Merle E. Dowd. Advice to the car owner on some basic decisions.

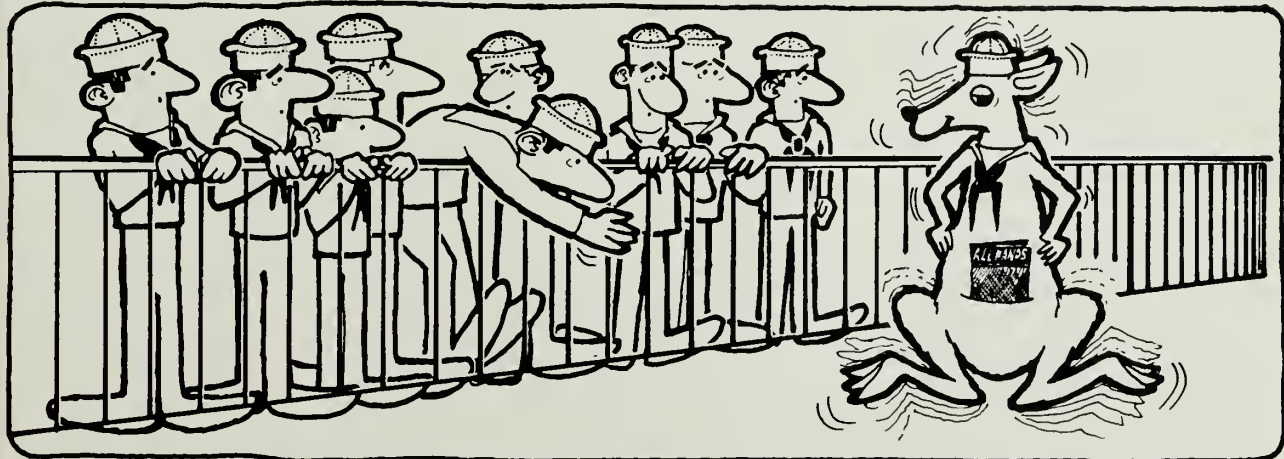
Sense with Dollars—Charles Neal. How to solve your financial problems before they start.

The N. Y. Times Guide to Personal Finance—Sol Nuccio. The newspaper's personal finance columnist advises in all areas of financial planning and practice.

The Legal Adviser on Home Ownership—Jerome G. Rose. A handy manual for those owning or buying a house.

How to Avoid Ten of the Biggest Home-Buying Traps—A. M. Watkins. The most frequent home-owning problems dealing with design, location, price and financing are analyzed.

The Macmillan Guide to Family Finance—Rex Wilder. A guide to living the good life within the income.



DON'T POCKET ALL HANDS . . . remember that there are nine other Navymen waiting to read this issue.

Volume III of DANFS Is Last Word From G Through K

The third volume of the *Dictionary of American Naval Fighting Ships*, four years in the printing, is now available, adding historical sketches of ships whose names begin with letters G through K.

Volume III offers more detail on most ships listed, as well as more photographs and a broader perspective on naval history.

There are six appendices to the new book. The first three cover historic ship exhibits, monitors and Civil War naval ordnance. The fourth is an addenda to appendices of Volumes I and II covering guided missile cruisers 1959-67; submarines 1959-67; destroyer types 1959-67; escort ships 1959-67; and aircraft carriers 1963-67.

Appendix V lists ships named A through F since publication of the first two volumes, and Appendix VI lists corrections to errors appearing in these editions.

Altogether, Volume I, II and III contain histories of about 5000 warships, including histories of ships that served the Confederate States of America.

When the multi-volumed *Dictionary* is complete, it will contain, in alphabetical order, historical sketches and vital data of all ships that have had commissioned—or uncommissioned service in the Continental Navy and the United States Navy.

As in the first two volumes, ships which were named but not commissioned are mentioned in their alphabetical location but, usually, without historical sketches or statistical data.

The new volume should be of continuous value to those interested in the Navy's ships, past and present. It can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price \$6.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Secret War of Harry Frigg (WS) (C): Comedy; Paul Newman, Sylvia Koscina.

Grand Slam (WS) (C): Drama; Edward G. Robinson, Janet Leigh.

Sebastian (C): Drama; Dirk Bogarde, Susannah York.

The Bamboo Saucer (C): Science Fiction; John Ericson, Anna Karachew.

Chubasco (WS) (C): Drama; Richard Egan, Christopher Jones.

Sweet November (C): Drama; Sandy Dennis, Anthony Newley.

Attack on the Iron Coast (C): Melodrama; Lloyd Bridges, Andrew Kier.

Valley of the Dolls (WS) (C): Barbara Perkins, Patty Duke.

The Young Girls of Rocheforte

(WS) (C): Musical; George Chakiris, Catherine Deneuve.

Flaming Frontier (WS): Western; Stewart Granger, Pierre Brice.

The Ambushers (C): Melodrama; Dean Martin, Senta Berger.

Off Beat: Adventure Drama; William Sylvester, Mai Zetterling.

The Scalphunters (WS) (C): Melodrama; Burt Lancaster, Shelley Winters.

Day of the Evil Gun (WS) (C): Western; Glenn Ford, Arthur Kennedy.

The Vengeance of Fu Manchu: Melodrama; Christopher Lee, Tony Ferrer.

One of Our Spies Is Missing (C): Mystery Drama; Robert Vaughn, David McCallum.

P. J. (WS) (C): Melodrama; George Peppard, Raymond Burr.

Speedway (WS) (C): Comedy; Elvis Presley, Nancy Sinatra.

No Way to Treat a Lady (C): Drama; Rod Steiger, Lee Remick.

Torture Garden (C): Drama; Jack Palance, Beverly Adams.

Deadline Is Approaching For NROTC Application

The 23rd annual competition for the Regular Naval Reserve Officers

Training Corps (NROTC) Program will be conducted during the 1968-69 school year.

While the NROTC program is aimed primarily toward recent high school graduates, active duty enlisted men, Regular or Reserve, may also apply. However, those on active duty must compete in the same manner as civilian applicants, and must be available for NROTC medical examinations and interviews usually held early each year.

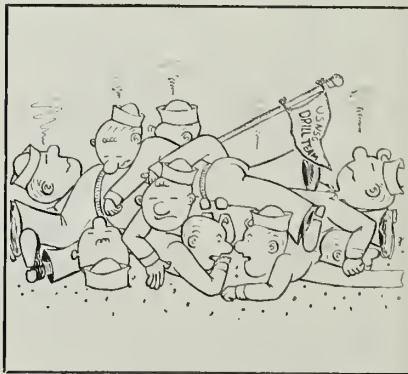
Even though the NROTC programs may not apply to you directly, your efforts can be of considerable value in promoting the programs by bringing them to the attention of potential applicants.

If you are a high school senior or recent graduate, a male citizen of the United States, 17 years of age but not 21 by 30 Jun 1969, never having been married, you are basically eligible to compete for the Regular NROTC Program. The 1969 NROTC Bulletin which lists eligibility and academic requirements plus application form is now available at high schools, Navy recruiting stations, and NROTC colleges and universities.

The qualifying examination, the Navy College Aptitude Test (NCAT), will be administered on 14 Dec 1968. Applications to participate in the examination must be received by the Naval Examining Section, Science Research Associates, Chicago, Ill., by 15 Nov 1968. Examination centers are established at naval activities overseas as well as throughout the continental United States.

Those who qualify on the NCAT

Michael B. Grandy, CTSN, USN



will be scheduled for a medical examination and interviews during the months of January and February 1969. From those who are found qualified, about 1700 will attend college next fall in preparation for their naval careers.

The purpose of the Regular NROTC program is to train well qualified young men to complement the number of junior officers commissioned from the Naval Academy. Selected candidates receive not more than four years of government subsidized education at 53 outstanding colleges and universities throughout the country. In addition to tuition and other educational expenses, the Navy furnishes textbooks, uniforms, and a \$50 per month subsistence allowance.

NROTC midshipmen have a wide choice in their major fields of study but must complete 24 semester hours of naval science studies and participate in three summer training periods. After receiving a baccalaureate degree, Regular NROTC graduates are commissioned in the Regular Navy or Marine Corps with the same rank, promotional opportunities and choices of duty assignments as their Naval Academy contemporaries.

They're Major Sports at Sasebo

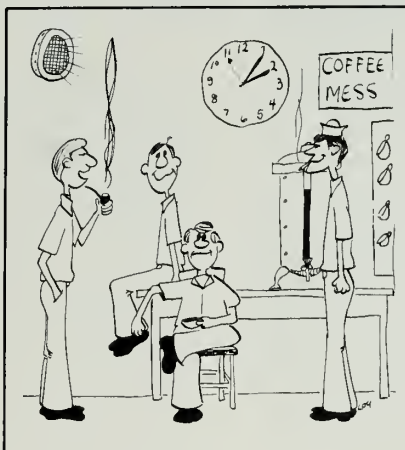
The sports may have been called minor, but the enthusiasm of participants was of major proportions at the Commander Naval Forces Japan Minor Sports Tournament.

There were 40 team and individual entries in squash, handball, table tennis, horseshoe pitching and badminton events. Competitors were entered from ships and stations near Sasebo, where the tournament was held.

Champions and runners-up in the double elimination events were:

- Squash Singles—Lieutenant Brent Bennitt of *uss Bon Homme Richard* (CVA 31) won over Radioman 1st Class Mike Branson of Sasebo, in the final match: 15-10, 15-10, 15-4.
- Squash Doubles—LT Bennitt and LCDR John Robinson downed runners-up Lieutenant Glenn Allen and Mike Branson, RM1, of Sasebo, 15-7, 15-11 and 15-14.
- Handball Singles—LT Allen defeated Lieutenant (JG) Maynard

Louis Giordano, RMSN, USN



"Now muster a 30-man . . .

Crowther of Fleet Activities, Sasebo, in the final match: 21-13, 11-21, 21-9.

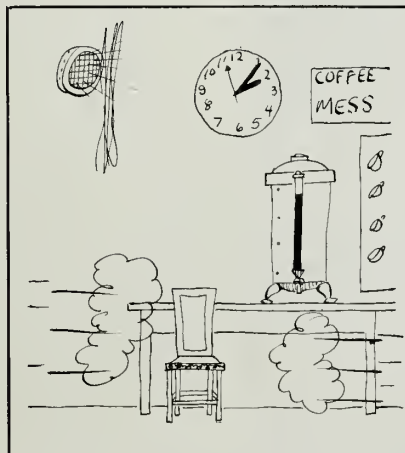
- Handball Doubles—LT Allen and Lieutenant (jg) Mike Prentiss of Sasebo defeated runners-up LTJG Crowther and Sergeant Major Bob Winkler of the Sasebo Marine Barracks: 14-21, 21-5, 21-9.

- Badminton Singles—LT Allen defeated LCDR John Robins, Okinawa, in the final match: 15-5, 15-8.

- Badminton Doubles—LCDR Joe Parker and LT Allen defeated CDR Mario Vasquez and Lieutenant Charles Sharples of Fleet Activities, Yokosuka: 15-12, 15-9.

- Horseshoe Singles—Chief Storekeeper Richard Whitmore of Atsugi downed Lieutenant Bert Gregory of Sasebo in the final match.

- Horseshoe Doubles—Chief Whitmore and Aviation Electronics Technician 1st Class Gary Ehresman, both of NAS Atsugi, defeated runners-up



. . . working party on the pier."

ners-up Lieutenant Bert Gregory and Senior Chief Ship's Serviceman Felix Rozinski of Sasebo.

- Table Tennis Singles—Chief Aviation Storekeeper Oscar Carter of NAF Okinawa won over Seaman Francisco Sola-Rivera of NAS Atsugi in the championship match.

- Table Tennis Doubles—LCDR John Robins of Okinawa and Oscar Carter, AKC, of Okinawa defeated runners-up Aviation Storekeeper 3rd Class James Gaines, and Seaman Sola-Rivera.

Travelers Are Reminded Of Baggage Limitations

Free baggage allowance on commercial air flights and leave taken in connection with temporary additional duty orders are two of several rulings discussed in the latest change to BuPers Inst 1321.2F, the guide for issuance of TEMADD to officers and midshipmen.

The area dealing with air baggage states that the free baggage allowance for passengers on commercial airlines traveling within the United States (less Alaska and Hawaii) is based on a *piece* or *pound* concept.

Most airlines use the *piece* concept and allow one large bag whose total dimensions do not exceed 62 inches, and one medium-sized bag whose dimensions do not exceed 55 inches. A third *piece*, or it may be *pieces*, is baggage that must be carried onboard by the passenger and which must fit under his seat. Carry-ons may not exceed 45 inches.

A few airlines still use the *pound* concept whereby the baggage weight and the class of service determine the maximum allowances. To save considerable confusion and possibly valuable time, it is advisable to consult with the airline ahead of check-in for the latest information regarding the free baggage allowances.

Leave taken in connection with TEMADD normally will not be approved, according to the instruction, if privately owned vehicle travel allowance of seven cents per mile has been authorized.

For guidance in writing TEMADD orders for all officers and midshipmen, refer to BuPers Inst 1321.2F. TEMADD orders for enlisted personnel are written according to instructions in the *Enlisted Transfer Manual*, NavPers 15909.

Thinking of Taking a

Pointers on Recreational Boating That Every Navyman Should Know

NAVYMEN in growing numbers are discovering the enjoyment that can come from recreational boating. Each year, in spring, summer and fall, and even in winter, increasing numbers of Navy men and their families take to the rivers, lakes and bays in pleasure craft. They go fishing, adventuring, waterskiing, deep-water swimming, or just plane around the water enjoying the sun and spray.

DO YOU know how to safely overtake a larger boat?



None of this growing group needs to be told how to enjoy his boat. Some, however, might find information concerning the rules for boating safety and the latest legal requirements useful.

Here is a roundup of some of the more important things you should know if you intend to become a boatman.

Recreational Boats, by Class

The federal government has established minimum equipment for each class of boat. Before you can determine your own boat's needs, you first have to find out what class it is in.

A motorboat is any vessel 65 feet in length or less which is propelled by machinery, except tugboats and towboats propelled by steam. The word motorboat also means a boat temporarily or permanently equipped with a detachable (outboard) motor and, (although few and far between) a boat propelled by steam. Classes are determined by length, and are classified as follows:

- Class A — less than 16 feet.
- Class 1 — 16 feet to less than 26 feet.
- Class 2 — 26 feet to less than 40 feet.
- Class 3 — 40 feet to not more than 65 feet.

After determining your boat's class, the next step is to equip it with at least the minimum requirements of the law.

Required Equipment

Depending on their class, motorboats may be required to carry fire extinguishers, lifesaving devices, flame arresters, ventilation devices, bells, whistles, and lights.

If your boat is 26 feet or more, you must carry a fire extinguisher capable of extinguishing fires involving flammable liquids and grease. If your boat is smaller than 26 feet, it will not necessarily have to carry an extinguisher unless, owing to the nature of its construction, it will tend to trap explosive vapors.

Such vapors may be trapped in closed compartments under thwarts and seats where fuel tanks may be stored; in double bottoms not sealed to the hull or which are not completely filled with flotation material; in closed living spaces; in closed stowage compartments in which combustible or flammable materials are stowed; and in permanently installed fuel tanks.

To meet equipment requirements, portable fire extinguishers must be approved by the Coast Guard. Such approved extinguishers will carry the description "Marine Type" on the label. If you have doubt about the approval status of a fire extinguisher, you can find out for sure by contacting the nearest Coast Guard Marine Inspection Office.

The law requires every motorboat to have on board one lifesaving device for each person, whether on board or skiing. The device may be a life preserver, buoyant vest, buoyant cushion, ring buoy or special purpose water safety buoyant device.

Motorboats over 40 feet long must carry a life preserver or buoy for each person on board. Although not specifically required by law or regulation, probably the best and surest lifesaving device to use on all

Boatman's Holiday?

recreational boats is a Coast Guard-approved life preserver.

All lifesaving devices can have excellent flotation materials, be expertly manufactured, and be in serviceable condition without being a good lifesaving device. Obviously, the proper use of any lifesaving device requires the wearer to know how it will perform. The only way to gain this knowledge is through personal experience. Every person going out on the water in a boat should first understand how to properly fit and wear the lifesaving device intended for him on the boat.

He should then understand how the device will react when he wears it in the water. Only then can he be sure he and the device are ready for an emergency which would cause him to leave the boat. Children, especially, should be well trained in the use of lifesaving devices.

If you have an inboard motor (gasoline engine) which has been installed since 25 Apr 1940, your motor must have an efficient means of backfire flame control. If your engine emits backfire flames, the flames must be dispersed to the atmosphere outside the vessel in such a manner as not to endanger the vessel; persons aboard or nearby vessels or structures.

Ventilation

Longstanding federal regulations have required efficient ventilation of motorboats using such volatile fuels as gasoline. You must first determine whether your boat needs a ventilation system. If it is constructed so that it does not entrap explosive or flammable gases

and vapors within the boat it need not be fitted with a separate ventilation system.

If your boat meets the following criteria, it is considered sufficiently open to allow the scouring action of the natural atmosphere to dissipate any fumes:

1. As a minimum, the engine and fuel tank compartment should have 15 square inches of open area directly exposed to the atmosphere for each cubic foot of net compartment volume.

2. Fuel and engine compartments must have at least one square inch of open area per cubic foot within one inch of the compartment bilge level, or floor, so that vapors can drain into open areas.

3. There must be no long or narrow unventilated spaces accessible from engine or fuel compartments into which a fire could spread unless the space complies with number four below.

4. Long, narrow compartments, such as side panels, if joining engine or fuel compartments and not serving as ducts, must have at least 15 square inches of open area per cubic foot made possible by frequent openings along the full length of the compartment formed.

If a boat will entrap fumes it is required to have at least two ventilator ducts fitted with cowls at their openings to the atmosphere. The ventilators, ducts and cowls must be installed so that they provide for the efficient removal of explosive or flammable gases from the bilges of each engine and fuel tank compartment. Intake ducting must be installed to extend from the cowls to at least midway to the bilge or at least below the level of the carburetor air intake. Also, exhaust

SPECIAL RULES covering sailboats dictate that they have the privilege of right-of-way over powered craft.



ducting must be installed to extend from the lower portion of the bilge to the cowls in the open atmosphere. The cowls attached to intake and exhaust ducts should be located and trimmed for maximum effectiveness and to prevent fumes from being recirculated through the bilges.

Lights

All boats are required by law to display lights at night. These lights warn others of the presence and type—sail or power—of boat, and enable other vessels to properly apply the Rules of the Road.

A motorboat on the waters of the U. S. may carry the lights prescribed by the act of 25 Apr 1940 (Motorboat Act), or it may carry the lights prescrib-

ed by the International Rules. In addition, there are requirements for stern, anchor, and other special lights contained in the applicable Inland, Western Rivers, and Great Lakes Rules.

The requirements for lights in U. S. inland waterways are summarized in the accompanying chart.

The above requirements are the legal minimum. Of course the well-prepared boatman will find he should have additional equipment. How much and what kind of equipment depends upon the type of boat, the area, and extent of operation.

Some useful items which could come in handy are anchors, fenders, signal mirrors, spare oars, compass, bailing device, first aid kit, emergency water and rations, flashlight, and tools. There are, of course, more.

MOTORBOAT ACT (Act of April 25, 1940).—

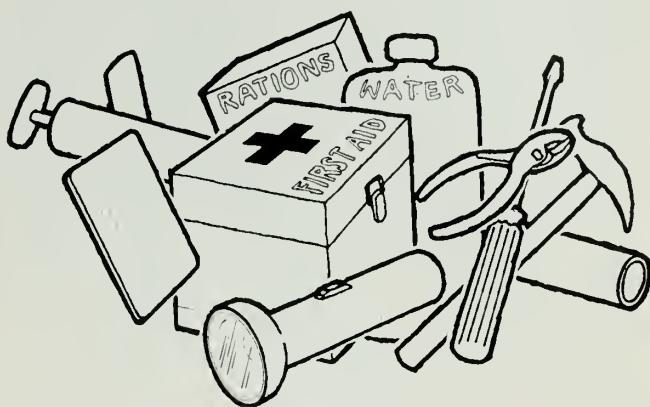
used where Inland, Western Rivers and Great Lakes Rules apply

POWER ALONE	SAIL and POWER	AUXILIARY: SAIL ALONE*	SAILBOATS
<p>under 26' in length</p>			
<p>26' to 65' in length</p>			<p>*Stern light not required for vessels under sail alone on Great Lakes</p> <p>Manually propelled vessel shall have a white light ready to be temporarily exhibited in time to prevent collision.</p>

INTERNATIONAL RULES.—

required on high seas, may be used inland

POWER ALONE	SAIL and POWER	AUXILIARY: SAIL ALONE*	SAILBOATS
<p>less than 40' in length</p>			
<p>power—40' but less than 65'—sailing vessels over 40'</p>			



SPECIAL EQUIPMENT necessary for safe operation depends on the type of craft, area and extent of operation.

Rules of the Road

Your boat is subject to traffic laws just as ships are; however, those governing boating traffic vary according to locality. Although rules in the different areas are similar, you should obtain and study the rules applying to your specific area of operation. A brief study of the Inland Rules will suffice here, since these are most commonly used by boatmen.

When two boats are meeting head on, or nearly so, each must pass on the port side of the other. In other words, pass on the right. However, when the courses of such vessels are so far on the starboard of each other as not to be considered meeting head and head, either vessel shall immediately give two short and distinct blasts of her whistle, which the other shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

When two vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one vessel is overtaking another, the vessel which has the other on her own port side shall hold her course and speed. The vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other vessel, or, if necessary to do so, slacken her speed or stop or reverse. The privileged vessel may give one short blast of the whistle to signify her intention to hold course and speed.

Every vessel coming up on a leading vessel from any direction more than two points (22 1/2 degrees) abaft the leading vessel's beam shall be deemed to be an overtaking vessel. The overtaking vessel is the burdened vessel and has a duty of keeping clear of the other vessel.

If the burdened vessel wishes to pass on the starboard hand of the vessel ahead, she will give one short blast. If the vessel ahead answers with one short blast the overtaking vessel shall direct her course to starboard.

If the burdened vessel wishes to pass on the port

hand of the vessel ahead, she gives two short blasts. If the vessel ahead answers with two short blasts, the overtaking vessel directs her course to port.

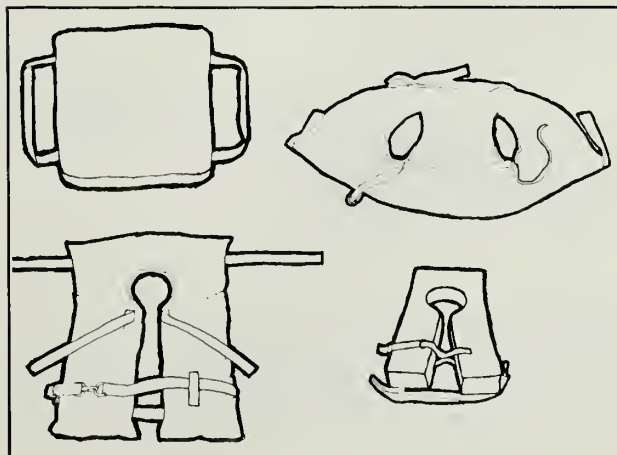
If the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she will immediately signify this by giving the danger signal of four or more short rapid blasts. Under no circumstances may the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when the vessel ahead shall signify her willingness by blowing the proper signals.

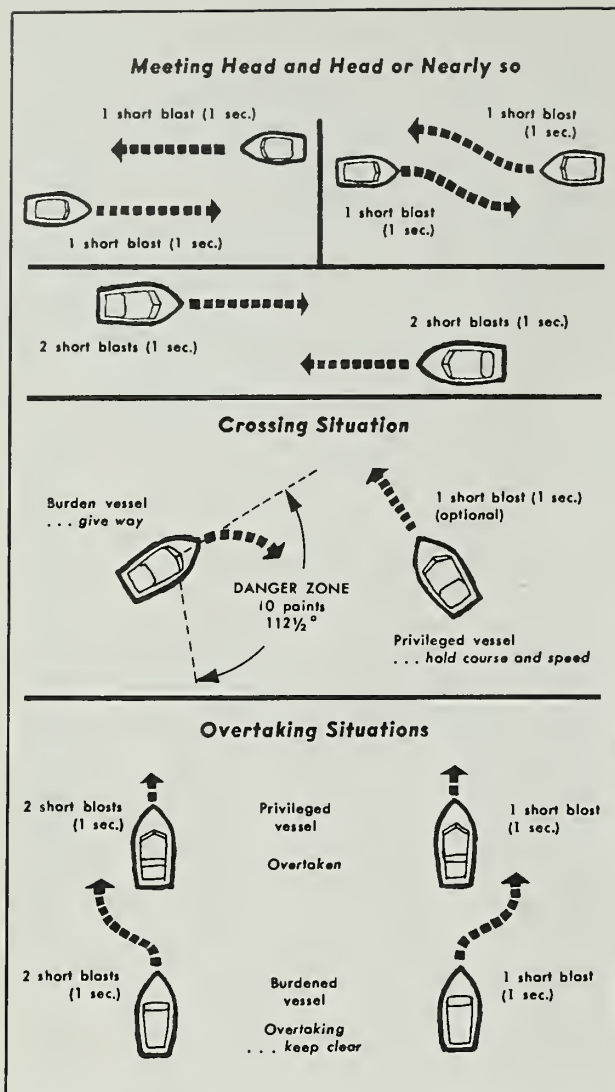
The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel.

If, when two vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify this by giving the danger signal.

Note that in these rules, "steam vessel" includes any vessel propelled by machinery.

VARIOUS TYPES of approved lifejackets are illustrated below, from left to right: Buoyant cushion and a jacket type life preserver. Bottom row: Buoyant vest and a bib type preserver.





If you are equipped with both machinery and sail, the only time you are considered a sailing vessel under the rules is when you are propelled by sail alone.

When a vessel propelled by machinery and a sailing vessel are proceeding in such directions as to involve risk of collision, the former shall keep out of the way of the sailing vessel. An exception to this rule is the case where a sailing vessel is overtaking a machinery-propelled vessel. Common sense dictates a small sailing vessel should not insist on this right-of-way when approaching large commercial vessels. The International Rules effectively state that small sailing vessels do not have the right of way over deep-draft power-driven vessels in narrow channels.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

In a fog, mist, falling snow, or heavy rainstorms, go at a moderate speed. Moderate speed has been defined by the courts as a speed no greater than will enable a boat to stop in half the distance of visibility.

The law says that in obeying and construing these

rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the rules necessary in order to avoid immediate danger.

The rules of the road apply alike to the small pleasure craft and large commercial ships such as ocean liners, freighters, or towboats with large cumbersome tows. However, the large vessel with her great length and tremendous weight requires a great deal more room to maneuver because her turning circle is large, her stopping distance is relatively great, and often her deep draft restricts her to little variance from channel courses. For these reasons, operating a small pleasure craft too close to the large oceangoing vessel or towboat with tow is dangerous.

Your Responsibilities

In part, the Motorboat Act provides that no person shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger life, limb, or property of any person. Such conduct is punishable by a fine not exceeding \$2000 or by imprisonment for a term not exceeding one year or by both fine and imprisonment.

However, under the Federal Boating Act of 1958 the reckless or negligent operator may, as an alternative to the above criminal punishment, receive an administrative penalty of up to \$100.

Speeding or water skiing in the close proximity of swimmers and other boats, especially small boats, can be dangerous, and may amount to reckless or negligent operation. Remember, you are responsible for the wake your boat creates.

You are also responsible for what happens inside your boat. Don't overload it. The number of seats in a boat is not an indication of the number of persons it can safely carry. The safe load of a boat in persons depends on the vessel's characteristics, such as the hull volume and dimensions; what it is made of; and the weight of the engine.

More and more manufacturers display a plate on their boats showing recommended weight capacity, usually in number of persons and number of pounds for persons, motors, fuel and gear. Remember, however, these are only recommended values for fair weather

Storm Signals		WHITE	BLACK	RED
Daytime Signals				
Night Signals				
	SMALL CRAFT Winds up to 38 mph	GALE Winds up to 54 mph	WHOLE GALE Winds up to 72 mph	HURRICANE Winds 72 mph and up



conditions. They do not relieve the boatman of responsibility for judgment.

When you are buying or renting a boat, its use should be kept in mind as it may relate to capacity. Take waterskiing, for example. Most states require that in addition to the boat operator, there must be one person to observe the skier. A boat to be used for waterskiing should therefore have capacity for three or more persons as well as an engine of sufficient horsepower to tow the skier. If the boat is to be put to such popular uses as skindiving, waterskiing, or even swimming, it should be stable enough to withstand the off-center load which is applied when persons are reboarding it from the water.

The weather and water conditions should also be taken into account. If the water is rough, the number of persons carried should be reduced.

Man Overboard

Just as a ship's crew constantly drills to prepare for emergencies, a man going boating should think out procedures that he would follow in certain of the more common emergencies. In this way his actions will be automatic, fast and correct.

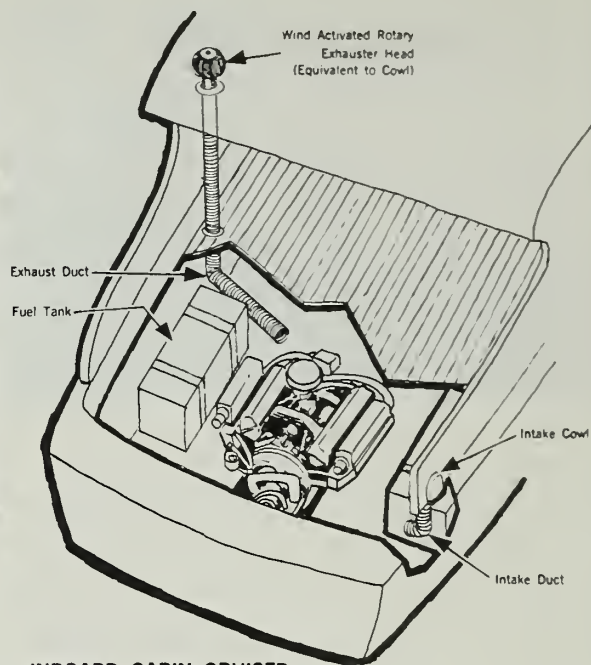
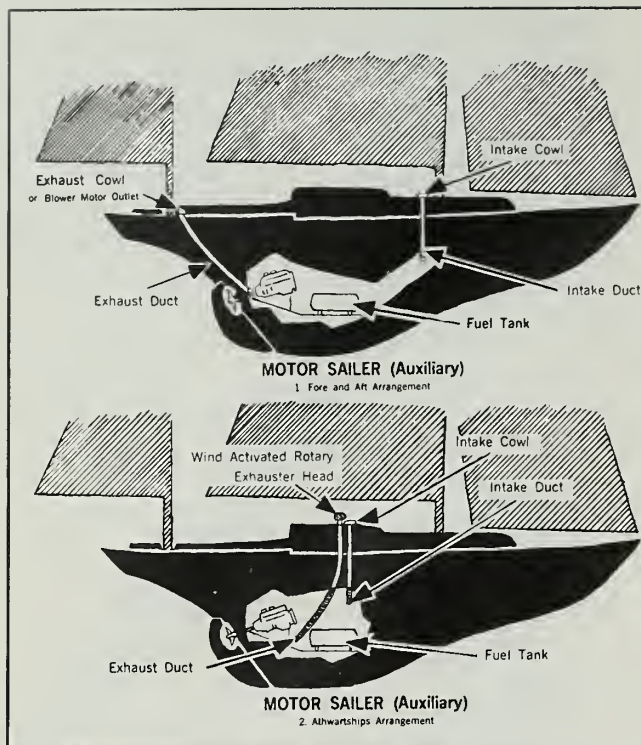
If you should happen to lose one of your boaters over the side, there are certain recommended procedures which you should know. First, swing the stern of the boat away from the man, thus decreasing the danger of propeller injury.



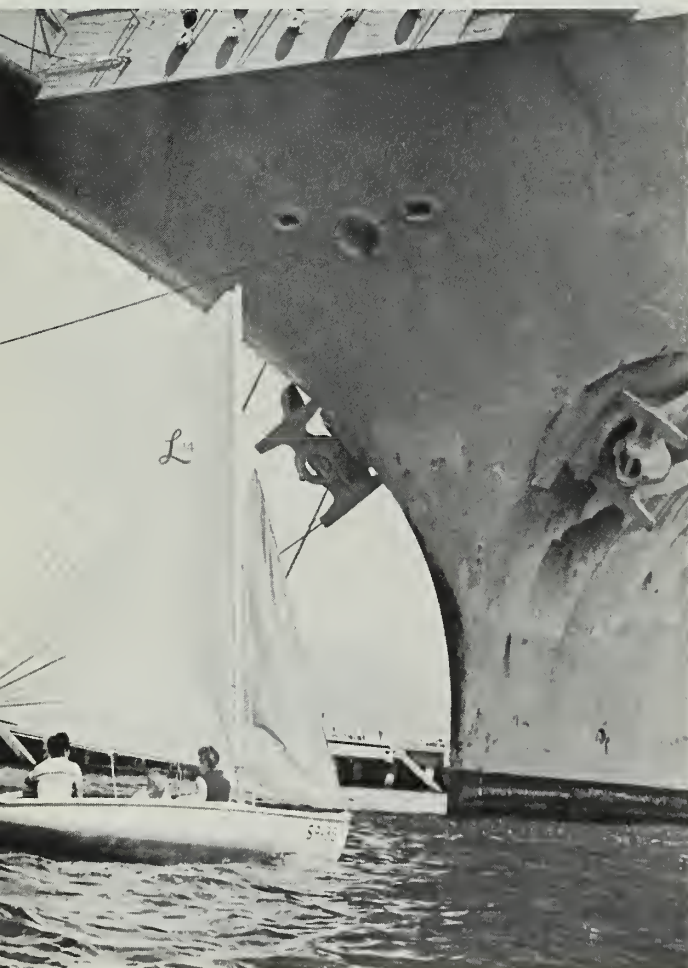
Throw a lifesaving device to him as soon as possible, even if he can swim. Try not to hit him. Normally, a life ring, if handy, is the best lifesaving device to use for this purpose because it can be thrown farther and is easier for the man in the water to use.

Keep the man in view. If you have another person in the boat with you have him act as lookout. If it is dark, direct the best possible light on the man in the water until rescue is accomplished.





THE ILLUSTRATIONS on these two pages show several arrangements which provide safe and efficient removal of gases and vapors from fuel and engine compartments.



You should normally maneuver to approach the man from downwind or into the sea. The particular maneuver that you use in approaching a man in the water depends upon common sense and good judgment based upon existing conditions, such as the temperature of the water, the sea conditions, the physical condition and ability of the man in the water, whether or not you are alone in boat, and boat maneuvering room.

If you have capable assistance in the boat with you, it might be advisable to have your assistant put on a life preserver with a line attached to the boat and get into the water to assist the person who fell overboard.

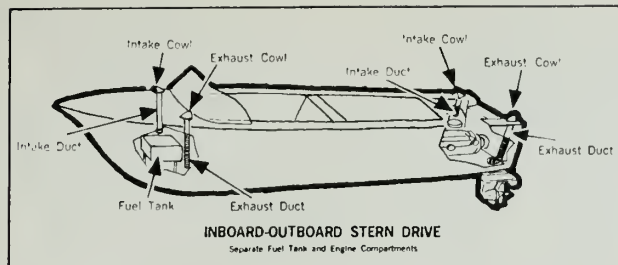
It is often difficult to climb into a boat from the water, and if a man is hurt or cold he may not be capable of pulling himself in without assistance. In small boats the weight of a man suspended from the side might be enough to tip the boat and cause it to take in water. Take him aboard at the stern if possible.

Fire on Board

As a Navyman, you know well that fire on the water can be a terrifying experience. If your boat is burning, you are faced with nowhere to go except in the water.

Keep in mind that most fires are preventable. A man who keeps a boat in shipshape condition, which includes clean bilges and proper stowage of gear, may never be faced with the emergency problem of fighting a fire. This requires constant vigilance. Whenever you notice a condition which might contribute to a fire, correct it at once.

Despite a boatman's best efforts, fires are always a possibility. Be foresighted in this regard. Shipshape conditions include proper stowage and maintenance of firefighting gear. Having this equipment handy and in good condition is the first step in successfully combating fire. The firefighting gear might be limited to



one fire extinguisher and a bailer; however, their availability and proper operating condition could mean the difference between prompt extinguishment and disaster.

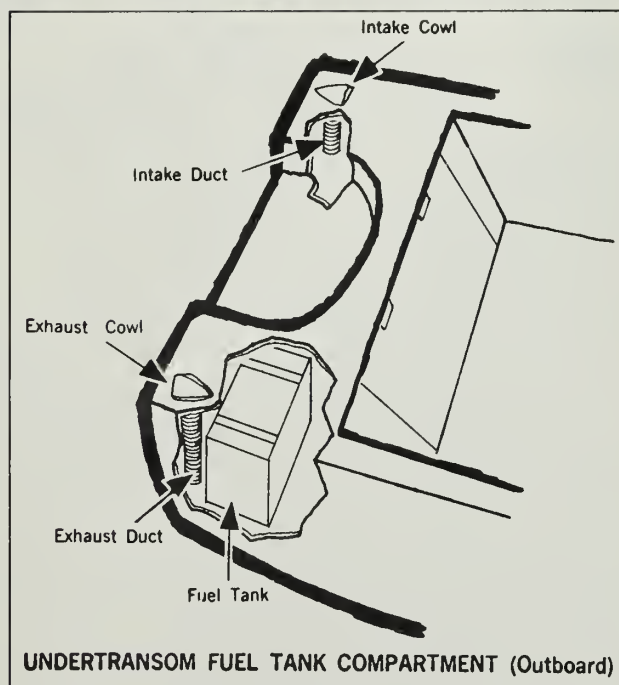
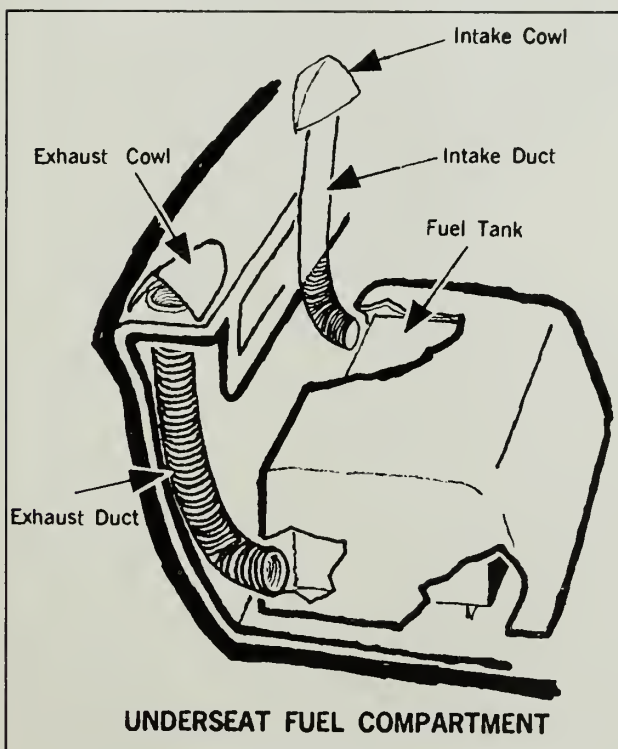
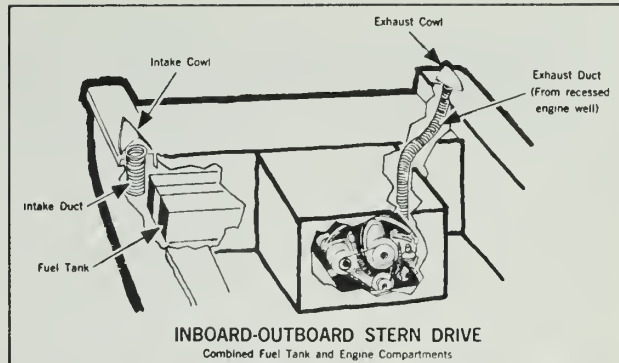
If some sort of disaster should strike while you are out in a boat, it may be necessary for you to abandon ship. Keep in mind that many ships and boats involved in casualties have continued to float for long periods of time. Don't leave the area. Generally a damaged boat can be sighted more readily than a person and it may help to keep you afloat.

Keep your head and restrain your initial impulse to swim ashore. Distance over water is deceptive. Usually the shore is a lot farther away than it looks.

Before going over the side, don your life preserver and give distress signals. Don't waste signaling devices where small likelihood of assistance exists. Wait until you see someone or something.

If you do not wear your life preserver at all times while in your boat, keep it handy, preferably loose, so that it will float free. Many emergencies occur suddenly, and a life preserver securely stowed in an inaccessible location may be of no assistance.

For more detailed information on the various aspects of boating, send for the *Official U. S. Coast Guard Recreational Boating Guide*, available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, for \$.45.



TAFFRAIL TALK

DEXTER, the last horse in the Navy (ALL HANDS, February 1967, page 35), died this summer and was buried with full military honors in the park that bears his name at the Naval Home in Philadelphia.

Dexter had given 34 years of service to his country, 11 with the Army and 23 with the Navy. As a young colt, Dexter began his military career in the United States Army with the Artillery Field Service, pulling the caissons with a field artillery unit at Front Royal, Va.

Eleven years later, in 1945, the Naval Home in Philadelphia needed a horse to pull a utility wagon, and Dexter was transferred to fill the billet. Since his retirement several years ago, his only official duty was to serve as the Home's mascot.

According to a report from 4th ND headquarters at Naval Base Philadelphia, 400 persons attended Dexter's burial.

The old salts, the retired Navymen who live at the Naval Home, stood at attention while "Taps" was played. For them life will not be the same without the meanderings of their beloved and respected shipmate.

★ ★ ★

The Pacific is a big ocean. But not all that big.

Awhile back, the weathermen aboard USS *Bennington* (CVS 20) attached a small radio transmitter to a weather balloon, took it out to the flight deck, released it, and went back inside to track it.

They tracked the balloon to 47,700 feet, after which the signal faded, presumably indicating the balloon had burst and the transmitter had fallen into the sea.

Four and one-half hours after they had released the balloon, the *Benn's* weatherman received a call from flight deck control. Their transmitter had landed on the flight deck, and would they kindly come get it?

★ ★ ★

Seems the weapons magazines at Naval Air Station, Atsugi, Japan, were choked with weeds and tall grass. Since the nature of weapons magazines makes normal maintenance procedures impractical, another solution had to be found.

The Public Works Department's answer to the problem was to put 10 conservation monitors, otherwise known as hungry white goats, to work.

The four-footed lawn mowers, purchased in the nearby Japanese community of Ayase Town, soon had things under control. They now have permanent jobs at NAS Atsugi, fringe benefits of which include their own living quarters.

A leading chief has been appointed for the goat division. Part of the chief's job, the press release tells us, is "to insure that the goats get proper on-the-job training." We're betting that this will get the chief's goat.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch of home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. **DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

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• **AT RIGHT:** AN ASSORTMENT of electronic gear on the mast of USS *Kitty Hawk* (CVA 63) presents a study in black and white against the sky. *Kitty Hawk*, an attack aircraft carrier, is serving with the Seventh Fleet.





JOB - WISE
TRAVEL - WISE
CAREER - WISE
TRAINING - WISE
EDUCATION - WISE

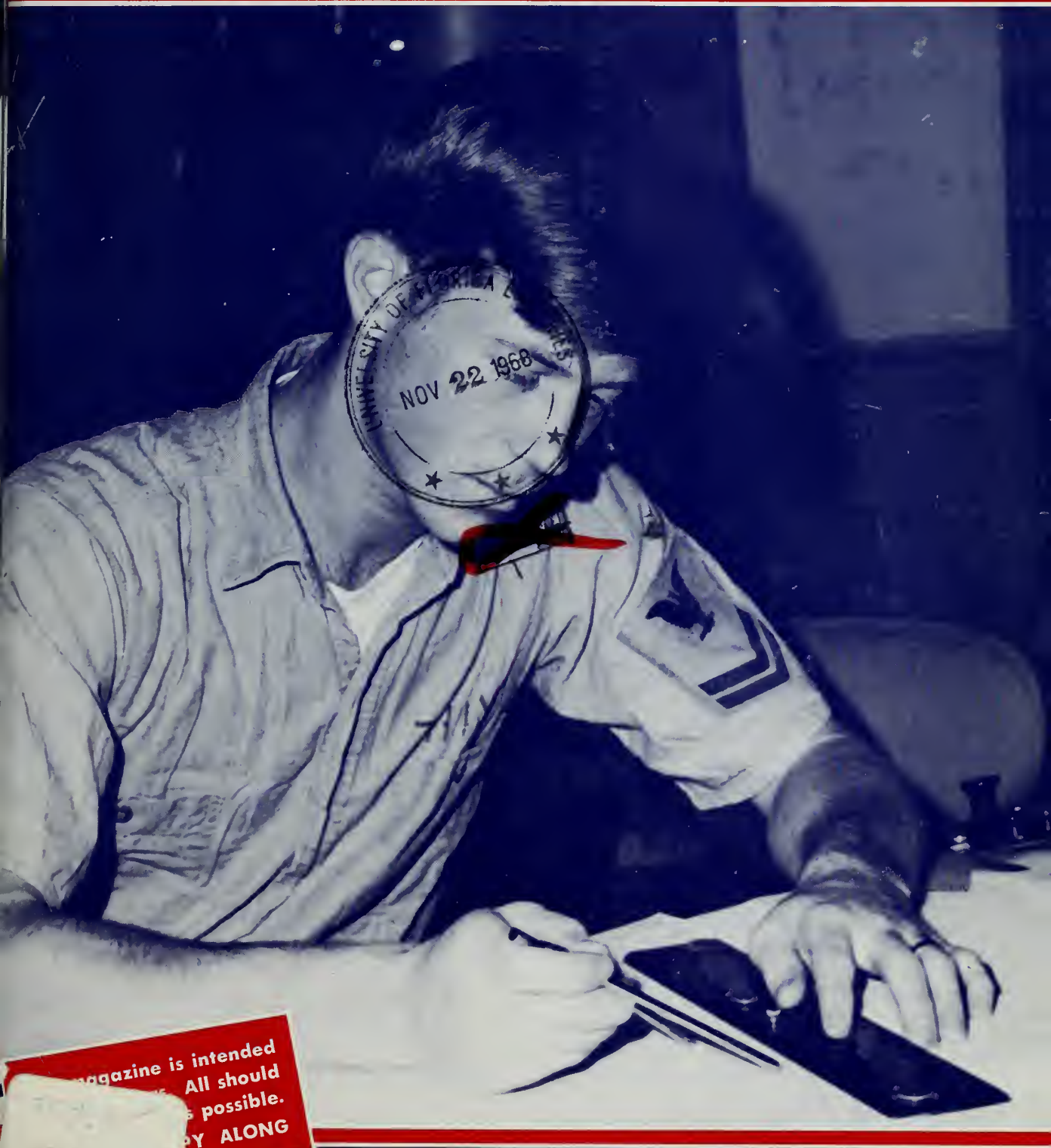
**THE
WORLD-WISE
NAVYMAN**

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ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



magazine is intended
All should
possible.
PY ALONG

NOVEMBER 1968

**Keith M. Tracy,
HMCS (SS), B.S.,
M.S., Ph.D., USN**





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ALL HANDS

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• **FRONT COVER:** PLOT AT SEA—While seated at the charting table Radarman 2nd Class Leon S. Thomas, USN, plots course. The Navy radarman solves problems of course and speed and finds closest point of approach of radar contacts.

• **AT LEFT:** DOCTOR, CHIEF—Senior Chief Hospital Corpsman Keith M. Tracy, USN, receives his PhD degree during ceremonies at the University of Utah. See story on page 46.

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MAKING FRIENDS—Navy corpsman bandoges arm of injured farmer.

USS Friendship Underway in Vietnam— **OPERATION POSITIVE APPROACH**

IMPROVE man's environment and more often than not you'll improve his way of life.

This type of philosophical ammunition is being used by U. S. Navy-men striving to improve living conditions of Vietnamese villagers caught in the ravages of combat, and to simply help uplift the general

standard of living in Vietnam.

Working in their spare time with the civic action program, the Navy-men are building and repairing schools, churches, hospitals and homes, although many of the tasks tackled are outside their military specialties. It's not uncommon to see a yeoman wielding a hammer as he

nails siding to a schoolhouse, or to see a ship's printer paint the rustic door of a village church.

Regardless of their handyman talents, these men are all volunteers from in-country naval activities or, when opportunity affords itself, from Seventh Fleet ships. They often work side by side with volunteer Vietnamese together with seasoned Seabees.

For the larger projects, the naval constructionmen, comprising special volunteer teams, serve as trade instructors. Heavy equipment operators teach Vietnamese to drive trucks and bulldozers, electricians teach wiring, builders teach carpentry and masonry, and the hospital corpsman imparts medical and first aid fundamentals to enthusiastic pupils.

A report on all the environmental improvements being made, or on all those already in use, would be impossible. However, some of these accounts are recorded in this issue of **ALL HANDS** to illustrate that the U. S. Navyman in Vietnam is fighting a two-front war—one against the oppression of communism; one against the depression of poverty.

Sailors Adopt a Family

WHAT HAD BEEN a small, neat house on the outskirts of the Mekong Delta city of Can Tho was now just two walls and half a tin roof.

It had been hit by a rocket or mortar during an attack by the Viet Cong. The man of this particular house had been killed by the explosion, leaving his widow and four children and aged mother-in-law with no one to help them rebuild.

In this case, however, the young widow's plight came to the attention of five members of River Patrol Force 116 who offered to lend a helping hand.

After cleaning up the debris and rubble, the sailors began by replacing the shrapnel-riddled tin roof with corrugated asbestos. Where thatched walls once stood, the Navy-men erected plywood and sheet metal walls.

Only one of the Navy volunteers had had any experience in construction work, but what the others lacked in skills they made up for in enthusiasm.

Pitching in to help also, a Vietnamese neighbor added a much desired item—a bunker dug into the floor of a back room. Hopefully, the family will never have to use it, but it adds considerably to their peace of mind

DESTROYERMEN load their ship with relief goods for delivery to cyclone-torn island.



when nearby Can Tho airfield is mortared by VC.

This people-to-people project didn't end with the completion of the rebuilt house. The sailors continue to visit their adopted Vietnamese family to bring them items of clothing and gifts sent by relatives and friends of the Navymen in the States.

Rebuilding With Self-Help

MANY VIETNAMESE Navy and civilian families who lost their homes during the Viet Cong attacks on Saigon and urban areas are rebuilding them at little or no cost, thanks to a Self-Help program initiated by a Navy chief storekeeper.

John E. Rominger, an advisor at the Vietnamese Naval Supply Center in Saigon, started the program when five Vietnamese sailors stationed there lost their homes during the Viet Cong Tet offensive. He decided to check around and see what, if anything, he could do to help.

From a transportation command which unloads MSTs ships, he made arrangements to draw excess dunnage—planking and heavy timber used to keep cargo from shifting on board during ocean crossings. Because it is cut to size for individual cargoes, it has little value as shoring for subsequent shiploads. This, then, he gave to the Vietnamese sailors who gratefully accepted it, odd sizes and all.

Once the word got around about his helping the sailors, other Vietnamese sought his assistance and by mid-July, his organization had given out more than 100,000 board feet of lumber to about 114 families.

Eventually, to make their need known, homeless people simply contacted the commanding officer of the Vietnamese Naval Supply Center who sent a staff member out to the individual's home to evaluate the need for the wood.

Now, as each request is approved, Chief Rominger swings into action, contacts the transportation command and lets them know how much lumber is needed.

"The extent of damage done to the house governs how much wood we give them," he said. "We usually give them 50 planks, 25 long ones and 25 shorter ones. If they need more, they may return."

The chief, together with several Vietnamese sailors, trucks the wood from the Saigon port to the supply



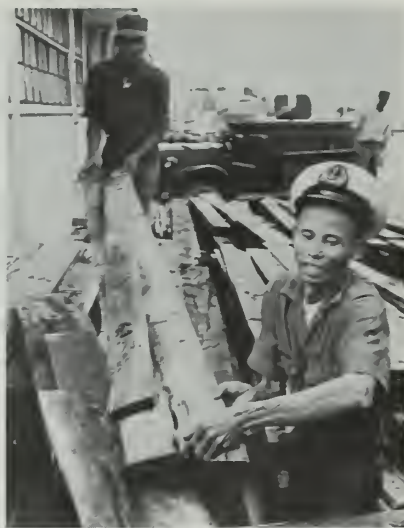
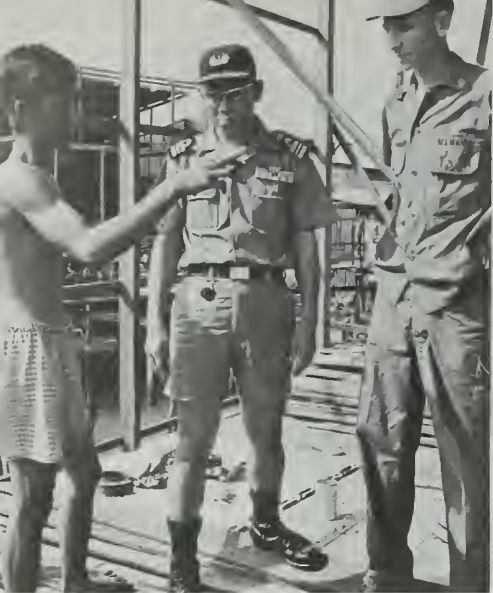
CHECKUP—Navy doctor and hospitalman examine a young Vietnamese girl.



A LONG ONE—Seabees build 2040-foot bridge southwest of Da Nang.

BELOW: Members of Medical Civil Action Program hand out gifts to villagers.





HOMELESS VIETNAMESE explains to Chief Rominger, USN, how he is using lumber given to him. Rt: Wood is loaded for delivery to a home rebuilder.

center for distribution. Occasionally, the sailors deliver the lumber right to the recipients if the load is large, and even help with the rebuilding.

A 13-year veteran, Chief Rominger is no stranger to Vietnam or its people. He first arrived there in March 1964 and was stationed at the Supply Center a year. After a state-side tour, he returned to Vietnam in August 1966 and served on the staff of Task Force 115 in Saigon. When CTF 115 moved to Cam Ranh Bay in July 1967, the chief transferred once again to the Supply Center where he expects to carry on his Self-Help program until October 1969.

—James E. Messner, JO2, USN.

The Men of Ten

NO MATTER where you travel in South Vietnam, you are bound to run into a Seabee busily buzzing in the midst of a civic action project.

At Quang Tri, 25 miles from the northeastern sector of the DMZ, the buzzing becomes busiest on Sundays. That's when the Seabees of Naval Mobile Construction Battalion 10 move from their hive into neighboring villages to work at improving community living conditions or to help Vietnamese patch up homes battered by communist rocket and mortar attacks.

During their latest deployment, the Men of Ten (as they call themselves) had scheduled as their main project the restoration of Quang Tri's orphanage. Home for 30 youngsters, ranging from infants to 16-year olds, the orphanage had been peppered by shrapnel from enemy

mortars. The roof and window screens had numerous holes.

After repairing the war damage, the Seabees went to work improving sanitary conditions. They installed sealed privies and filled nearby mosquito-breeding canals. On the lighter side, a new screen was tacked around the nursery, then swings and seesaws were erected on the playground.

Supplies taken to the children during the Navymen's five-hour Sunday visits include a variety of foods and medical needs such as band-aids, aspirin, antiseptics, germicides and adhesive tape. Scrap lumber also comes in handy as fuel for cooking and for building shelves and small tables.

Besides contributions made by the constructionmen, a women's club in Hoyt Lake, Minn., regularly donates to the orphanage baby food, clothing and medical supplies. The Seabees have bestowed honorary NMCB-10 memberships to the ladies for their thoughtfulness.

Another medical civic action at hand is the newly opened aid station located at the main gate of the battalion's base camp. Here, on Mondays, Wednesdays and Fridays, a doctor is on duty to aid the villagers and their children.

The language barrier is broken by an interpreter from the Military Assistance Command, Vietnam, who assists the doctor each week as he attends to an average of 150 persons, coming from as far as 12 miles for first aid or minor surgery.

—Bill Slaughter, JO3, USN.

To Build a School

LIEUTENANT Joseph A. Raibert had a goal—build a school.

It was a goal he established soon after becoming the U. S. advisor to the Vietnamese Navy's Training Command at Cam Ranh Bay.

The school he wished to build was not to be used by recruits, but by the children of the RTC staff.

Since no funds were available at the outset, LT Raibert began a no-cost recruiting program of his own, both for men and material. His calling card was simply a description of the school facilities then in use—poorly equipped, inadequately lighted, overcrowded and understaffed.

At a nearby Army base, the naval officer employed the services of draftsmen who drew up plans for the new building. Once he knew what materials were needed, he set his three enlisted advisors to the task of procurement. This they did admirably. Soon, construction materials of varied descriptions, marked ATTN: BMC Charles W. Atwood, or BM1 Robert J. Matonte, or YN3 Quinton N. Pierce, began to arrive.

In the meantime, other Navymen assigned to the Market Time base at Cam Ranh Bay heard of the lieutenant's project and volunteered to help work alongside the Vietnamese Navymen from the RTC staff and a few soldiers from the Army base.

Altogether, within two and a half months, they had constructed a seven-room schoolhouse complete with seesaws, swing sets and a picket fence enclosing the playground.

Inside the school, fluorescent lights brightened study areas furnished with new desks, chairs, blackboards and all the essentials necessary to begin classes.

The lieutenant reached his goal—he built his school.

Sailor - Teachers

THREE NIGHTS a week two kerosene lanterns burn late in a small one-room schoolhouse on the outskirts of Da Nang. Inside, villagers repeat English words in unison while children, still too young for school, peer with interest through the windows and doorway.

This is the scene in many schools throughout the area where Navymen from the Naval Support Activity, Da Nang, have volunteered their off-duty time to teach adult Vietnamese the English language.



SCHOOL DAYS—Navymen from Market Time base at Cam Ranh Bay pose with Vietnamese navy personnel in front of school they helped build. Rt: Swing testing.



Run by a missionary, this school is staffed by two teachers from the naval activity. They are Yeoman 3rd Class Dave Chambers and Constructionman John Bullock, Jr. Chambers, who attended language school for 47 weeks and speaks Vietnamese fluently, instructs one class twice a week while Bullock, equally adept as a teacher, instructs another the third night.

These English classes are only a beginning. Plans are to construct an adjacent building and hold classes in typing and sewing. The typing instructor will be another NSA man. The sewing class, however, will, in all likelihood, be taught by a Vietnamese seamstress.

—Dave Hough, JO3, USN.

Dentcap and Medcap

EACH WEEK three Navymen hop in a jeep and drive to jail in Da Nang. It's part of their job as members of the Dental Care Program which has been treating Vietnamese prisoners for the past year.

Once inside the prison gates, the trio, usually consisting of a dental officer and two dental technicians, is escorted to the main courtyard. There the men enter a small structure at one end, set up their portable equipment and begin attending to prisoners in need of dental aid. Inmates not requiring attention crowd around the small building's two windows to watch the goings-on.

These Dentcap visits generally last for an hour, including time invariably spent by the Navymen treating

other than dental problems by passing out first aid bandages and antiseptics for minor injuries.

The team doesn't limit itself to just Dentcap treatment for Vietnamese prisoners. At least once a day the dentalmen hold clinic sessions in Da Nang proper in an attempt to reach as many local citizens as possible.

Elsewhere, in cities like Hue and neighboring villages, Dentcap teams treat an average of 25 people per session. Dentalmen from Naval Mobile Construction Battalion Eight, for instance, have no trouble finding patients among the Vietnamese, although the doctor's "office" is usually little more than a portable, reclining chair set up out of doors.

DOCTORS COME. Doctors go. But, the civic action medical program of an organization like Mobile Construction Battalion 62 remains pretty much the same, especially when it's soundly based upon individual efforts of men like Lieutenants Thomas A. Schinn, a dentist, and William A. Bohart, a medical officer.

The manner and methods in which these men practiced their profession while in the field is representative of many civic action medical and dental officers in Vietnam.

Both doctors treated civilian patients in the small village of Thuy Chau, located just north of the battalion's base camp, Phu Bai, near the ancient capital of Hue.

Six afternoons a week, LT Bohart

FAST DELIVERY—Navy crewmembers of a PBR deliver a seriously ill Vietnamese to medical facility.





ROADWORK—Trucks move large tanks to local sugar factory. Rt: Seabee grader works an surface of Route One near Dong Ha.

held his medical clinic in the village chief's office at the edge of a rice paddy. He would see between 40 and 60 patients each day.

"Actually, we stayed as long as the villagers wanted us to," he explained, as he told how at first they skeptically came to him with mostly minor illnesses. "Gradually, the people gained confidence in us and before long we were seeing the more serious cases. They grew completely friendly and took seriously the help they received."

During any visit, the doctor and his staff were liable to see just about anything in the way of disease or afflictions, from minor cuts and bruises to elephantiasis, tuberculosis, and harelips.

Children demanded most of the medical attention.

"The kids would sit and stare about with their big, button eyes," said the medical officer, "while corpsmen cleaned, probed or bandaged their ills. Afterward, their mothers would either flip them across their backs or take their hands and hustle them outside."

The older patients loved vitamin pills, aspirin and soap, and they soon learned of antibiotics, asking by name for aureomycin and penicillin.

At times the Popular Force soldiers—a form of local national guard stationed in the village—came to the doctor for treatment, mostly for barbed wire cuts and scratches.

Chewing gum became Dr. Schinn's calling card, particularly with the

children. He, too, held his clinic in the village chief's office, but, because his dental services were frequently needed throughout the neighboring area, he could visit Thuy Chau only once a week.

Upon his arrival, however, children of all shapes and sizes poured out of their huts and, with wide grinning faces, would yell "Hey, Bac-si (doctor), where's the chewing gum?"

The gum attraction, according to the dentist, began after he gave a piece to a small boy who had just undergone an extraction. The next thing he knew, every kid in the village wanted gum. A few tried to loosen a good tooth to get some. Needless to say, Dr. Schinn came well supplied for each trip.

Two dental technicians usually accompanied the dentist and assisted him in performing extractions and in giving instruction in oral hygiene. They discovered that, in most cases, the chief problem among the adults was bad gums caused by nutritional deficiencies.

Most of the actual dental work was done on the children who, through their possible interest in dental hygiene and insatiable appetite for chewing gum, became excellent patients.

Haley's Clinic

A TRIP to Liem Lac village begins with a bumpy jeep ride. Then you trek through a crowded market, cross a river in a small, jammed boat,

and finally reach your destination by hiking along a narrow rice paddy path.

Such a jaunt is taken in stride regularly, six days a week, by 2nd Class Hospital Corpsman Bob Haley assigned to a MACV advisory team in Da Nang.

He and two Vietnamese, one an interpreter with medical training, the other a regional forces corpsman, make the Liem Lac trip to aid villagers in the rural area of the Hoa Vang sub-sector located south of Da Nang.

The corpsmen's medical office, which consists of a primitive table and bench borrowed from a school, has become known locally as "Haley's Clinic."

Setting up shop at the crossroads where four narrow paths meet enables the Navy medic to treat villagers returning from the market across the river, in addition to those living in Liem Lac.

While Haley dispenses medicine to his patients, the interpreter notes the individual's name, age and complaint. When necessary, the linguist doubles as team dentist. Meanwhile, the army corpsman attends to minor cuts and rashes.

Altogether, the civic action medics treat more than 230 patients on a typical visit. When a case develops beyond their capability, Haley arranges for the patient to be taken to a large medical facility in the region, or to the Vietnamese hospital in Da Nang.

—Steve Wulff, JO3, USN.



SHORE LINING—MCB Forty builds all-weather cargohandling facility at Chu Lai.



Right: Seabees drill for a village well.

Sick Call at Phan Rang

IN THE VIETNAMESE city of Phan Rang, a concrete bridge destroyed by the Viet Cong is repaired. Some distance away, a well is drilled to provide water for an isolated village. Elsewhere, a group of Montagnards wait their turn for medical care.

At each of these locations are members of Seabee Team 6201, a 13-man component of Naval Mobile Construction Battalion 62 based on the southern coast of Vietnam.

Lieutenant (jg) D. B. Herrmann, CEC, and Chief Utilitiesman I. W. Hornkehl head the team, whose members represent nearly all the Navy construction ratings, together with one hospital corpsman.

While the Navymen do a good share of the work on various projects, their primary interest is training Vietnamese in construction skills. As soon as a civilian crew is trained well enough to handle a project, the Seabees turn over the work to Vietnamese leadmen and provide only necessary supervision.

Team medic Hospital Corpsman 1st Class C. F. Dauphinais follows a similar program in the 10 hamlets in which he holds sick call each week. He works closely with hamlet health officials to teach them modern medical techniques. With the assistance of Vietnamese nurses, Dauphinais is able to treat more than 2000 patients each month.

Since the Seabees arrived in Phan Rang last February, they have built

roads and replaced bridges needed for transportation of goods to and from outlying villages. In addition, they have erected a flood control dike in a Montagnard hamlet and drilled a well for a Vietnamese village. Another well, being drilled by two team members, will aid villagers who now must walk more than a mile to get river water which they transport in large jugs and which

they carry on their heads.

In two small communities outside of Phan Rang, the Seabees have supervised the construction of new schools while assisting in the building of an additional structure to an elementary school in the city.

Although the projects of the team are diverse, they all have a common goal—help the people of Vietnam improve their environment.

SCHOOL DAYS—MCB 128 built this much needed school building at Soa Bien.





SIGNS OF THE TIMES—MCB-71 makes it known that they have moved in. Rt: Seabee and Vietnamese crew repair culvert.

SAILORS IN GREEN

A SMALL FORCE, but tops in efficiency — that describes the organization of officers and men known as the Naval Construction Forces.

There are about 26,000 of these sailors, better known as Seabees, on active duty today. Of this number, nearly half are currently serving in the Republic of Vietnam.

"In-country" units include one Naval Construction Brigade (3rd NCB), two Naval Construction Regiments (30th and 32nd NCRs), 12 Pacific and Atlantic Fleet Naval Mobile Construction Battalions (NMCBs), two Construction Battalion Maintenance Units (CBMUs), details from PhibPac's Amphibious Construction Battalion (ACB 1), and a CBPac detachment with 15 Pacific and Atlantic Fleet Seabee Teams employed in support of U.S. Agency for International Development (USAID) sponsored projects in rural Vietnam.

In addition to the Naval Construction Forces ashore, another two thousand-plus Seabees are assigned to the Naval Support Activities (NSAs) and their detachments throughout the country.

Seabee teams have been operating in the Republic of Vietnam since January 1963, first in support of U.S. Army Special Forces and later in support of USAID. However, the

first battalion-size Seabee unit arrived in May 1965.

Making an amphibious landing at Chu Lai with 3000 U.S. Marines of the Fourth Marine Regimental Landing Team, on 7 May, NMCB 10's Seabees immediately began construction of an 8000-foot, jet-capable airstrip. Through the Seabees' round-the-clock efforts, the first Marine *Skyhawk* jet fighters touched down on the runway just 23 days after the Seabees landed.

DURING THE NEXT 42 months, the Naval Construction Force grew in numbers, headquarters and units.

When NMCB 10 landed at Chu Lai, the Naval Construction Force had about 4800 personnel in five Pacific and five Atlantic NMCBs.

These Seabees operated from two home ports: Port Hueneme, Calif., and Davisville, R.I. Today's Seabees operate from three home ports, Gulfport, Miss., being the third.

Nine Seabee battalions have been recommissioned, two CBMUs have been formed, and two Naval Reserve NMCBs have been called to active duty since the early 1965 escalation of hostilities in South Vietnam. Headquarters reactivated include the Brigade and two regiments in-country, plus three additional regiments, one at each home port.

During this same period, two

CBPAC detachments were established by the Chief of Naval Operations: CBPAC Detachment Okinawa (battalion priority logistics and equipment overhaul support) and CBPAC Detachment Thailand (Seabee Team support), which was originally a part of CBPAC Detachment RVN.

Construction Battalions rotate to South Vietnam for eight-month deployments and return to home port for six months prior to deploying again. (Seabees attached to battalions make two deployments in-country, and then become eligible for other duty.)

During the home-port period, the battalions engage in intensive training and preparation for the deployment to follow. This includes technical training at the Naval Construction Schools, Marine training at Camp Lejeune or Camp Pendleton, and other military training at the home port military training facility. This training, plus leave, administrative inspections and preparations to deploy make for a very active six months in home port.

In the Vietnam theatre, nearly all Seabee units are employed in the I Corps, the northern quarter of the Republic of Vietnam. The exceptions are CBMU 302 at Cam Ranh Bay, CBPacDetRVN at Saigon's suburban Thon Son Nhut Air Base and the 15 Seabee teams operating in the II,



AIRPORT BUILDING is old hat for Navy constructionmen.



RT: Steelworkers finish off a Butler building frame.

UNIFORMS

III and IV corps areas.

In the general Da Nang area, there are the Third NCB, the 30th NCR and five NMCBs, while 50 miles to the south, two NMCBs operate from Chu Lai.

North of the Hai Van Pass, which splits the I Corps into two sections, the 32nd NCR and two NMCBs have camps in the general Phu Bai area just south of Hue.

Farther north are three NMCBs, one half way between Hue and Quang Tri, one near the coast and one at Dong Ha just south of the Demilitarized Zone, which separates the two Vietnams. Also headquartered at this northernmost major military enclave is CBMU 301.

NAVAL CONSTRUCTION FORCE accomplishments in the field of combat support construction are impressive. They include:

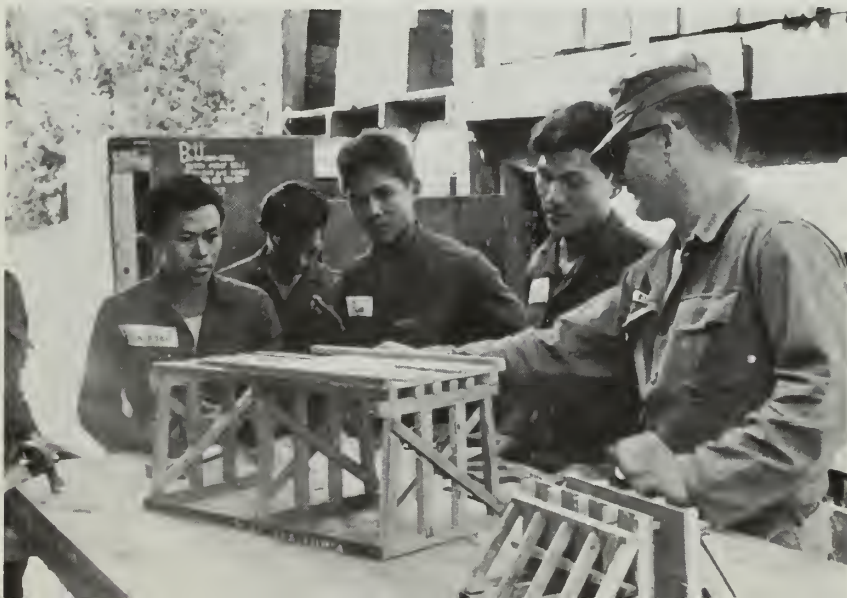
- Building, in record time, three major air facilities. Numerous smaller support airstrips have also been built or upgraded in I Corps area.

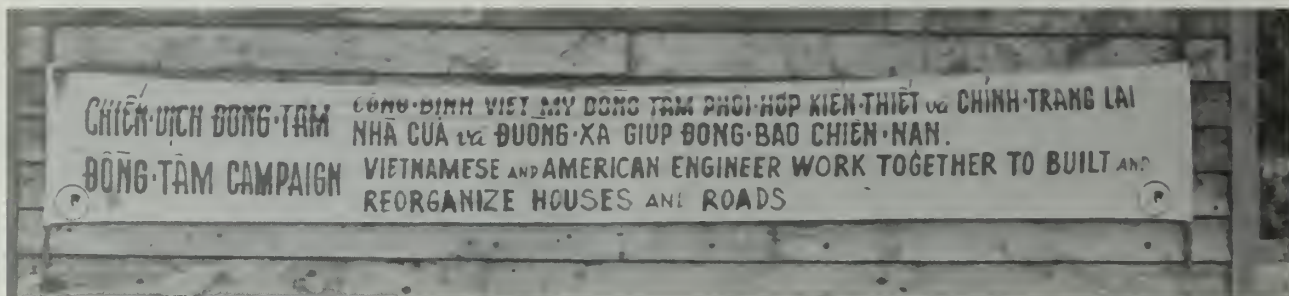
- Seabee-built troop cantonments, along with galleys, showers, water wells, electrical systems and all necessary utilities, now house over 165,000 American and Allied troops, while POL storage farms have increased from the original "zero" to an impressive total capacity of 2,000,000 barrels.



DIG THIS—Heavy equipment operators move earth for runway.

CB TEACHER—Member of CB team teaches Thai trainees.





DRAIN FOR RAIN—Concrete is poured by MCB-1 to form section of culvert.



'BEE CAUSEWAY — Members of PHIB CB-1 ease causeway section into place.

• Logistic support facilities constructed by the NMCBs include 1,800,000 square yards of open storage, 1,880,000 square feet of covered storage, 714,000 cubic feet of refrigerated storage and 1,175,000 square feet of recently completed ammunition storage points.

Lines of communication demonstrate another area of Seabee achievement. This work includes:

• Pioneering or upgrading 325 miles of roads and highways, including those roadways that have been upgraded and resurfaced within the various compounds and enclaves.

• Another group of projects the Seabees like to measure in total miles is some 5.5 miles of bridges that were upgraded, built from the ground up, or rebuilt after being destroyed by the enemy.

Other major projects are LST/LCU ramps and cargo handling areas, aviation maintenance and support complexes, and fortified camps and cantonments for forward Marine and Army units (including remotely located Special Forces outposts).

Added to this list of jobs performed are numerous helo ports and helo pads. Among these are the Army First Air Cavalry Division helicopter facility at Red Beach, Da Nang, which was built in just 28 days and covers 124 acres of land, making it the largest such facility in Southeast Asia.

The total projects completed since the first NMCB arrived in Vietnam added up to an impressive dollar figure. Projects in the amount of \$18 million are currently under construction and additional millions of dollars are either programmed or anticipated for future military construction support in the I Corps area alone.

IN ADDITION TO military construction, the battalions are busily engaged in civic action projects. Schools, hospitals and orphanages have been erected under the civic action programs. Battalion medical

teams attended between six and eight thousand civilians each month. Seabees, as do other service personnel, donate generously of their own time and money to various local charities.

This thumbnail sketch barely wraps up the Naval Construction Force's accomplishments in combat support construction of allied ground forces in Vietnam. How was it all done?

In part, projects completed and currently underway were accomplished by Seabee details, usually numbering less than 50 men, deployed away from the parent battalion.

Over 150 details have worked at such remote and highly contested locations as Lang Vei, Quang Tri, Khe Sanh, Ba To, Minh Long and Con Thien.

Another unit that operates away from the parent NMCB is the Seabee Team. Under the operational control of CBFAC Det RVN, these 13-man teams operate primarily in the III and IV Corps areas, with the majority of the present 15 teams employed at Mekong Delta locations.

The Seabee Teams, each with a Civil Engineer Corps officer in charge, support USAID programs of rural revolutionary development. The Teams do not engage in military construction or combat operations, except in time of a bona fide emergency, such as the Viet Cong's Tet offensive.

Seabee Team accomplishments have ranged from the pioneer construction or upgrading of 280 miles of rural roadways to the design of numerous refugee and "new life" hamlets. They have drilled fresh water wells and built schools, marketplaces, dispensaries, hospital additions, and other civic buildings.

The team corpsmen have been kept busy providing medical assistance to citizens in rural communities. One corpsman may treat an average of 500 village adults and children monthly.



BRIDGING OVER—Aerial view shows one of the steel bridges being built by MCB-10 in the northern I Corps area

SINCE THE SEABEE Team program is designed to help the Vietnamese people help themselves, Team members become on-the-job teachers, training a corps of Vietnamese for provincial public works and allied construction trades.

Outside of Vietnam, a similar program is underway in Thailand. CBPAC Det Thai in Bangkok is the headquarters for the three teams in that country. The teams support that government's Border Patrol Police (BPP) program, which is attempting to assist the local populace in remote border areas.

Through the efforts of the combined Seabee/BPP Teams, rural Thai citizens are learning how to improve their standard of living through simple construction, using locally available materials and tools.

Wells are hand-dug, then concrete casings are used to keep the water from being polluted by the long and hard monsoon rains. Public and private sanitation is emphasized, with community facilities being built in these out-of-the-way villages.

The Navy corpsman teams up with two BPP counterparts to provide medical assistance to these remote villages.

OTHER SEABEE units and details have also worked on various military construction projects in Thailand during the past three years. Before that, in late 1963, NMCB 3 deployed to Nakhon Phanom, Thailand, where it carved a jet-capable airstrip out of the dense jungle flatlands.

Other efforts presently being

undertaken by the Naval Construction Forces outside the Republic of Vietnam, include readiness training and deployments by the LantFlt and PacFlt Amphibious Seabees; and

the Seabee contributions at the bottom of the globe, at the site of Operation Deep Freeze, by Construction Battalion Unit 201, out of Davisville, and the Navy Nuclear Power Unit



ROAD BUILDERS move through Vietnam village to new job.



PORT SIDE—Seabees pour concrete at Chu Lai 'Sand Ramp.'

with Headquarters at Fort Belvoir, Va.

A highly trained nuclear-Seabee group built and now operate the first nuclear power reactor on the southern icecap.

As part of the program for battalion construction in Vietnam, a system for Seabee equipment overhaul was established by NAVFAC at three Far East locations: Guam, Okinawa and Yokosuka. Under the same program, repair points were also established at Treasure Island and Port Hueneme, both in California.

Another program has been the di-

rect procurement of petty officers (DPPO) for the Group VIII (Seabee) ratings. Started in early 1966, the program is currently making available to the Naval Construction Forces experienced and qualified civilian constructionmen. These men, through local Navy recruiters, volunteer for 30 months of active duty and receive a third class through chief petty officer rating commensurate with their construction and engineering experience and training.

Upon reporting for active duty, the DPPO attends a five-week indoctrination course. Here, he receives basic military training, in-

cluding such subjects as naval history, military courtesy, leadership, and close order drill. As a result of this program, the Seabee establishment has doubled in size without derogating the career petty officers' shore billet structure.

In addition to the construction effort, the Seabees have contributed militarily to the Vietnam struggle. Battalions and detachments, in most instances, maintain their own perimeters, have cleared areas of fire with heavy equipment, and supported other units under attack—especially during the Tet offensive.

HEROISM IS PART of the character of the Seabees, following the tradition set down when the first Seabee units landed on Guadalcanal during World War II.

Fifty-one Seabees have given their lives in combat in Vietnam, while another 492 have been wounded in action. Medals awarded the Seabees during the past 40 months in South Vietnam include the Medal of Honor posthumously awarded to Seabee Team 1104 member Construction Mechanic 3rd Class Marvin G. Shields, USN, for his gallantry at Dong Xoai (see *ALL HANDS*, February 1967, p. 2), five Silver Stars, seventeen Legion of Merit awards with Combat "V", 61 Bronze Stars with Combat "V" and five Navy and Marine Corps medals.

Unit awards include the Presidential Unit Citation (Seabee details from CBMU 301 and NMCBs 5, 10 and 53, as part of the supporting force with the U. S. Marines during the siege at Khe Sanh), three Navy Unit Commendations (Seabee Team 1104, NMCB 10 and the 30th NCR) and one Navy Meritorious Unit Commendation (Seabee Team 1108).

As can be seen by this brief summary, the Seabees have been a very busy group of Navymen during the past three and one-half years.

Whether building new airstrips and military enclaves in the battlefield, or helping the citizens of the host country to help themselves, the Seabees and their units are providing a definite contribution in helping to stop communist aggression and expansion in Southeast Asia.

These sailors in green uniforms have proved themselves over and over, serving as an element of U. S. Navy seapower ashore.

—Thomas A. Johnston, JOC, USN.



SEABEE CITY—Small part of CB-built facility at Red Beach.

THE TRANSFER of four U. S. Navy *Swift* boats to the Vietnamese Navy marked the assumption by that Navy of a greater role in the conflict to preserve its freedom. The transfer took place in ceremonies at An Thoi, on Phu Quoc Island off the coast of Vietnam.

The turnover marked another increase in Vietnamese Navy offshore patrols. It is part of an over-all plan aimed at an eventual Vietnamese takeover of all Operation Market Time patrol stations now manned by the U. S. Navy.

Market Time operations began three years ago, with the purpose of cutting off the infiltration of enemy men and supplies into South Vietnam by sea. Since 1965, Market Time forces have detected a yearly average of one million ships and smaller vessels along South Vietnam's 1000-mile coast. Last year more than half of this number were inspected or boarded and searched.

With the new *Swift* boats, first of their type to be used by the Viet-



SWIFT TAKEOVER

namese, the Vietnamese Navy will assume full responsibility for two Market Time patrol areas formerly assigned to the U. S. Navy.

Some 71 Vietnamese Navy officers and men received more than six months of intensive training in how to operate and repair the new boats. Of these, 48 actually will man the boats and the remainder will serve as reserve crew members, instructors for future crews, and maintenance personnel.

The ceremonies were presided over by Rear Admiral Kenneth L. Veth, USN, Commander U. S. Naval Forces, Vietnam and Commodore Tran Van Chon, VNN, Chief of Naval Operations, Vietnamese Navy.

Admiral Veth spoke of the growing strength and combat effectiveness of the Vietnamese Navy.

"In the past five months," he said, "the Vietnamese Navy has experienced a tremendous growth—not just in numbers, but more importantly, in efficiency and capability."

IN JUNE eight U. S. Navy river patrol boats (PBRs) and six landing craft configured for minesweeping

were turned over to the Vietnamese Navy. Admiral Veth stated that in minesweeping alone the Vietnamese Navy's role in the main shipping channel to Saigon had increased from one-sixth of the total effort a year ago to nearly three-fourths of that effort today.

"The professional competence of Vietnamese navymen," Admiral Veth continued, "has been proven again and again. Just recently, an alert minesweeper crew discovered and disabled a large, command-detonated mine directly ahead of an ammunition convoy on the Dong Nai River. It was the first mine of its type to be found in South Vietnam in 17 months. The Vietnamese crew steered the convoy clear of the mine and remained nearby until an Explosive Ordnance Disposal team defused

it and took it away for analysis."

Admiral Veth also announced that the Vietnamese PBRs already had begun patrols near Saigon. "Just this past Wednesday," he said, "when a merchant ship was fired upon by enemy rockets eight miles southeast of Saigon, a Vietnamese Navy PBR was the first to arrive on the scene and effectively suppressed the enemy fire.

"With the receipt of these four PCFs (*Swift* boats)," the Admiral continued, "the Vietnamese Navy is ready to assume full responsibility for two more Market Time stations. As in the past, the Vietnamese officers and men who will man these boats have undergone intensive training and stand ready to assume this important mission of the defense of the southern Vietnam Coast.



NAVY'S FLYING LAB



FROM THE DESERTS of Africa to the shores of Australia, from the coasts of Alaska to the mountains of South America, airborne Navy scientists gather data for scientific investigations.

Their work for the Naval Research Laboratory has been instrumental in keeping NRL abreast of the latest developments in physical science research.

These men and women who gather data from airplanes agree that their success has been aided immeasurably by the unheralded efforts of two officers and 50 enlisted men who comprise the Naval Research Laboratory Flight Detachment located at Naval Air Test Center, Patuxent River.

This highly skilled, tight-knit group maintains three *Super Constellations* and a C-54 which not only carry scientists to the four corners of the world but also serve as research platforms.

The NRL Flight Detachment maintains the Navy tradition for providing quick response to immediate needs. For scientific data gathering, this often represents the difference between success and failure.

Scientists cannot afford extended maintenance periods for unanticipated malfunctions, especially when they occur in the middle of a data-gathering mission. Ideal conditions which exist today may not reappear for several months. In many experiments, the plane operates in conjunction with other Fleet units on a compressed schedule. Because of the limited number of available aircraft

and the difficulty involved with installing scientific equipment, it is impossible to switch planes in the middle of an experiment.

During the past two years a Naval Research Laboratory scientist, Merle Shumaker, has logged more than 400 flying hours studying the back-scatter properties of the ocean as applied to radar. Mr. Shumaker cites a particular incident in which the crew's quick response in the best Navy tradition insured success of a scientific mission. It occurred when a *Connie* was operating out of Key West, Fla., for experiments over the Caribbean involving several other Fleet units. Trouble with an oil line threatened NRL's airborne participation in the project. Calling upon all of their resourcefulness, the crew made necessary repairs in a matter of hours and the operation continued to its successful conclusion.

John T. Ransone another NRL scientist who has logged several hundred hours of flight time, also points to a specific incident in which the Flight Detachment's quick response enabled him to conduct an experiment satisfactorily. While he was making airborne radar measurements over Alaska, an engine malfunctioned and had to be replaced. After receipt of the new engine, the detachment finished installation in two days.

BOTH SCIENTISTS were particularly impressed with the fact that their crew's quick response occurred away

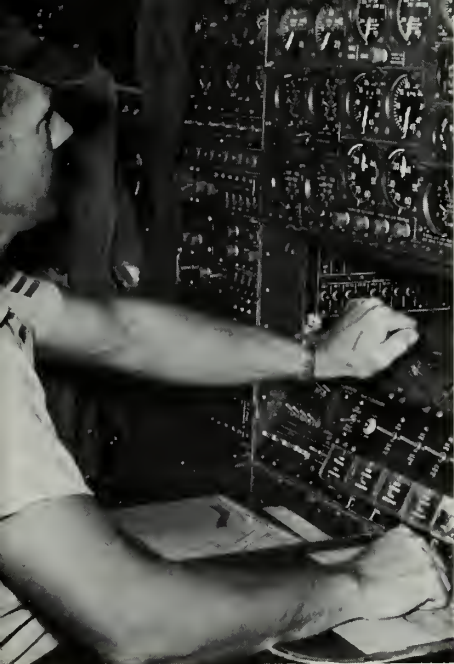
from home where conditions may be less than ideal for any type of repair. Often an NRL crew is called upon to perform complex maintenance jobs thousands of miles from home. Sometimes to be performed without the benefit of a nearby Navy or Air Force base.

Because of the peculiar nature of their role in support of science, the ingenuity of NRL Flight Detachment personnel can be taxed when they perform standard maintenance at home under ideal conditions. Time and again the internal configurations, and sometimes the external configurations of the airplanes, have been modified to meet the requirements of specific scientific experiments. One crewmember noted that so many changes have been made in the original planes it might be a difficult task to return them back to their original configuration.

These modifications may necessitate maintenance efforts not normally found in "the book." This is particularly true in the electronics area since many changes involve rewiring.

Compounding the difficulty is the shortage of men with maintenance experience on *Connies*. Of the 50 men now assigned to the detachment, only 15 of them had *Connie* experience when they came aboard.

"Despite this problem, the high degree of basic professional knowledge possessed by almost all of the men assigned to the unit enables them to quickly assimilate require-



CREWMAN Roger Bowers, ADRI, works at his station before a maze of dials aboard a *Super Constellation* (right) serviced by NRL flight detachment.

ments for this type of aircraft," says Lieutenant Frank Silvey, maintenance officer of the unit.

Proof positive that the men as a unit possess this basic knowledge can be gleaned from a recent promotion record. Fifty percent of the men who took the last Fleet-wide promotion examination were advanced, an unusually high percentage.

THE CREWS never become directly involved in any scientific experiment. Yet their efforts, in addition to maintenance which keeps the planes in the air, contribute to the successful conduct of many experiments. When a scientist found that electrical noise was interfering with his measurements, a crewmember improved the grounding of electrical equipment, thereby eliminating the problem.

Because scientists are in the business of research, not airplane maintenance, they usually are unaware of a plane's capabilities. Here again, the Flight Detachment indirectly contributes to scientific research by advising scientists about what the planes can and cannot do. An aviation structural mechanic may be called upon to determine whether the plane's structure can withstand the mounting of an external antenna. Aviation electrician's mates advise on the most judicious use of electrical power and assist in installation of cables.

"In general, the Flight Detachment bends over backwards to help

a project, accommodating themselves and their airplanes within limits of safety and common sense," says Lieutenant Commander Jack O. Moriarty, officer in charge of the detachment.

Home for the NRL Flight Detachment consists of office space on the top floor of a building near the southeastern edge of Naval Air Test Center, Patuxent River, two trailers, a small strip of taxiway, and a quonset hut which contains the maintenance control office, a lounge, and lockers for the flight crews. The unit is particularly proud of the quonset which crewmembers constructed themselves and maintain completely.

The Detachment is essentially a self-contained unit in that it has full responsibility for maintenance, quality control, and flight support of airplanes assigned to NRL. In addition, it provides its own general support. Unlike many units which have different personnel for ground and flight maintenance, the Flight Detachment personnel perform both functions.

Of the 50 assigned enlisted men, five perform general administrative duties. The remaining 45 are broken down into four crews which include flight engineers, a crew chief, mechanics, metalsmiths, electricians, and electronics technicians. Although each crew is assigned to a specific aircraft, limited manpower means that they must be prepared to work on all of them.

The pilots, crews, and scientists who fly the Naval Research Labora-

tory airplanes constitute a team. Individually, and as a group, they make vital contributions to the advancement of science and to making today's Navy the most modern in the world. —David M. Ginsburgh

GATHERING RESEARCH — Jonathan H. Lawton, AE3, contributes his talent during NRL data-gathering flight.



A Prefab Home on the

EVERY STRUGGLE in which the United States has participated has seen the development of new techniques and the altering of old ones.

The conflict in Vietnam is no exception as ships and craft (both old and new) and types of equipment are adapted to fight a war unlike most.

One of these innovations is PBR Mobile Base II, anchored at Nha Be, eight miles southeast of Saigon. It serves as a floating base of the Navy's UH-1B helicopters and for the Navy's river patrol boats (PBRs), which have themselves been an adaptation for the Vietnam war.

The PBRs were first added to the Vietnam naval forces in 1966 to keep the Mekong Delta waterways open to civilian traffic, while closing them to the enemy. Then, in 1967 helicopters were added to provide additional coverage.

This worked well, except at times the Navy couldn't build a land base

where the boats and choppers were operating. As a partial remedy, four Navy tank landing ships (LSTs) were converted to mobile stations for the two forces.

The LST served well in most instances but even with this ship's shallow draft, there were a few places it couldn't go.

A mobile base with a very shallow draft, yet large enough to completely supply its forces was badly needed. The first mobile PBR base was designed by the Naval Facilities Engineering Command and, utilizing the lessons learned from the prototype Base I stationed near Hue, modifications were made and the improved mobile base II was constructed.

Seventeen days after Mobile Base II arrived in Vietnam, the PBRs were operating from it to patrol the Dong Nai River east of Saigon. A short time later, the helicopters were also flying from it.

PBR BASE II is actually composed of six units. The four larger units have a one-deck superstructure; the smaller ones do not. The smaller units serve as underwater storage areas and as a pier and work area.

One of the large sections contains the offices, the armory, chiefs' and officers' berthing, communications center and sick bay.

Another unit contains the galley plus berthing for 21 transients, in addition to the underwater hull storage common to all.

Still another unit is the main enlisted berthing area. On the roof of this unit is the helipad, with space for two helos.

In the final main section is the repair unit, equipped with a 10-ton crane to lift the PBRs from the water. The unit can do all the repair jobs, from a complete engine overhaul to hull work, needed on a PBR.

The two smaller units have no superstructure and serve as floating

HOME ON THE RIVER—The six-unit Mobile Base II in Long Tau River is home for river patrol boats and copters.



River

piers. Most of the fuel and water is stored here. Diesel for the PBRs and the JP5 for the choppers is filtered and purified.

The base operates its own desalination unit which provides 5000 gallons of drinking water a day. Within the laundry is a water reclaimer, which is fortunate for everyone, as all hands require clean clothes daily because of the hot and humid climate. Air-conditioning is included among the amenities.

Although Base II is not really a ship, most of its furnishings are similar to the new ships, and men aboard it feel as though they were aboard one.

One of the features of the Mobile Base is that it's really mobile. If there is no more than four feet of water in the river, PBR Mobile Base II can move right in there and go to work. If need be, it can operate for at least 30 days without being resupplied. —T. S. Storck, LT, USN.

COPTER lands on Base II helo pad.



BACK HOME—Crewmember of Mobile Base II directs helicopter to landing spot on roof of crew's quarters. Below: PBRs and Huey search for enemy.



UP AND OUT—River patrol boat is lifted aboard base to undergo repairs.





TURKEY MONTH—Award winning turkeys, as shown in *All Hands* file photo, will be prepared and enjoyed this month by Navymen throughout the world.

the 1967 Ney Award competition, was chosen the best large mess afloat. Named the outstanding small mess afloat was *uss Ashland* (LSD 1). The Naval Communications Station, Honolulu, Hawaii, was selected the best large mess ashore, and the Naval Radio Station, Fort Allen, Puerto Rico, was chosen best small ashore mess.

Second place in the afloat categories went to the large mess entry *uss Sylvania* (AFS 2); the *Polaris* submarine *uss Ulysses S. Grant* (SSBN 631) in the small mess afloat class; NAS Cubi Point, Philippines, and the Naval Administration Unit, Clarksville, Tenn., in the large and small ashore categories.

Third place winners were *uss Topeka* (CLG 8) and *Kingbird* (MSC 194) afloat; and Naval Station, Long

AWARD-WINNING SHIPS AND STATIONS

"You should have seen the salad bar — four different kinds, all enticingly prepared and laid out. The steak was delicious, cooked to order right in front of the crew. And the coffee . . . !"

This was the conversation of a Navy wife who was a guest on a family cruise aboard a ship of the Fleet. It happened to be a Ney Award winner, which might account in part for the enthusiastic praise.

This month of November, with its Thanksgiving festivities, is an appropriate time to report on the Navy's top food servers ashore and afloat.

WHETHER IT'S IN the general mess or in the wardroom, Navy food, it can usually be said, is good. Sometimes it is excellent. The Navy's food service people continually strive to improve the meals eaten by Navy-men—officer and enlisted.

Certain commands, both afloat and ashore, offer their men better food, and better mealtime conditions, than others. These "best feeders" win Ney awards. Four Navy activities have been named winners of the 1968 Ney Memorial Awards for the most outstanding general messes in the Navy.

uss Wright (CC 2), a finalist in

Beach, Calif., and Naval Security Group Activity, Skaggs Island, Calif., ashore.

The four first place winners were chosen from approximately 1250 general messes which daily feed some 384,000 Navymen. To begin the competition, 56 messes were nominated to compete for the Ney Awards, each selected by a type commander, district commandant, overseas area or force commander, as the outstanding mess under his jurisdiction.

HAVING ATTAINED the honor of being nominated by their respective commands, each general mess then had to outdo the competition for the top prizes. Each was visited by officers representing the Ney Memorial Awards Committee and evaluated on the quality of its menu planning, food preparation and service, and all-around food service management. Based on these evaluations and other information, the Awards Committee selected three general messes in each category.

This year the Ney Awards were broadened to provide a separate category for small messes ashore. Small messes — those with 300 or less to feed — no longer compete with larger shore messes for a single prize. This added fourth category of

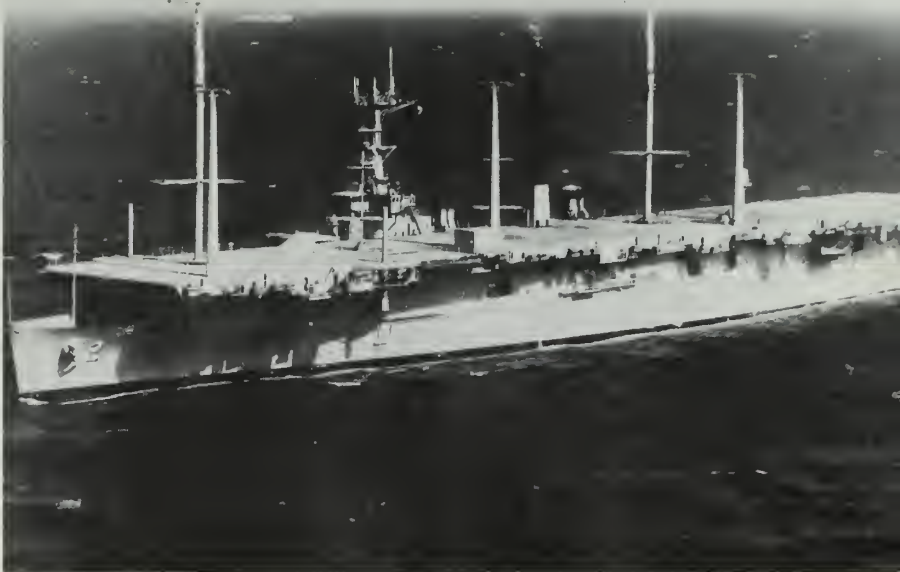
BEST FOOD for a small mess afloat is found aboard *USS Ashland* (LSD 1).



competition accounted for the record 56 nominees, compared with 41 last year.

After the 12 finalists were chosen, the Ney Memorial Awards Traveling Committee visited the afloat and ashore finalists before selecting the winners. The Awards Committee is composed of members of the Navy Subsistence Office, the Bureau of Medicine and Surgery, and the Food Service Executives Association. This association is an international organization of food management executives which is dedicated to the upgrading of food service standards.

Ney Awards were introduced in 1958 as a way to recognize the extra efforts put forth by general mess facilities ashore and at sea. The program honors Captain Edward F. Ney who, as director of the Navy



WINNERS—1968 Ney Award winner *USS Wright* (CC 2). Below: Commissaryman weighs food at Naval Radio Station, Fort Allen, P. R., best small mess.

With Good Taste

Subsistence Program between 1940 and 1945, helped maintain high standards of Navy food during World War II.

How is a Ney award winner chosen? That's a long story, but in order for a ship or station to become a finalist, it must undergo some exhaustive testing. Here are some of the questions asked about each mess as it is inspected:

How well are menus planned? Are there leftovers? (Food conservation is an important consideration in Ney Award judging.) Is too little food prepared? How well is the food prepared? How is it served (did the ice cream end up on top of the broccoli?) What is the general sanitation standard? How well is the scullery operated? Are the mess cooks noisy, or well trained and courteous? Is the galley equipment used and maintained properly? Is the stock properly rotated?

The Navyman who eats in the mess is, when you come right down to it, the most important item to consider. Is his food well prepared, tasty? Does it appeal to the eye? Is it served piping hot or ice cold, as the case may be? Does he have to wait in line a long time? Has everything possible been done to see that, when he eats, his surroundings are

as pleasant as possible? Is he annoyed by rattling trays, noise and grumbling in the scullery or galley? Is his mess deck spotlessly clean? Are the messmen clean, alert, competent? Does he get enough to eat, even if he comes in at the end of the line?

In short, is the Navyman who uses the mess well fed?

THE NEY AWARD winners, of course, had their own ideas about why they won. Here's what a few of them had to say on the subject:

Ashland's attractive mess deck had to have something to do with it. Wood paneling, booth-type seats, wall murals, false overhead, marble tile deck, all add to the impression of a well appointed restaurant.

Ashland's crew gives much credit,



SENIOR PETTY OFFICERS form menu board to discuss what's cooking. It was well done; *USS Wright* was awarded 1968 Ney Award for large mess afloat.





FINALISTS—USS *Sylvania* (AFS 2) took second for large ships. USS *Ulysses S. Grant* was small mess runner-up.

also to her Food Service Advisory Board, which is made up of one man from each division. The board meets once a month to discuss menus and management.

Crew interest helps account for *Ashland's* 20 menus instead of the Navy average of 12. A popularity evaluation of all 20 menus also has resulted in more helpings for the very popular meals.

In summer, the ship offers a "Businessman's special," which is an 850-calorie cold plate served as an alternate to the main meal.

Ashland's cooks use Navy recipes, but not in a routine way. Excellence in preparation and presentation is the goal. Greens attractively garnish some servings. Vegetables often come with hollandaise and other sauces. As many as four salads are available. Coffee, cold milk, and fruit are available 24 hours a day.

Meaningful information on procurement and consumption helps to control the food service aboard *Ashland*. When early liberty is planned,

for example, the number of meals offered is correspondingly reduced.

Ashland's buying procedures help save money. Buying food in season when prices are lowest helps a lot. Menus are planned according to seasons, with mostly light meals served during summer.

•When *Ashland* saves money in these and other ways, the savings is returned to the crew in the form of better quality food.

ONE OF THE reasons for the Naval Radio Station, Fort Allen's success just had to be the Wednesday noon meal. This is the way the chefs at Fort Allen describe this weekly treat:

"Each Wednesday at the Fort Allen crew's dining hall the noon meal provides a culinary travelogue to delight the taste buds of even the saltiest of sailors. Whether it be the savory French pot roast of beef from Canada, tangy spaghetti representative of Italy, delicious German sauerbraten beef, or tantalizing sweet and

sour pork from China, the crew is sure to enjoy a fine meal by the soft glow of candlelight, to the accompaniment of music reflecting the particular national character of the country."

THE COMMAND SHIP *Wright* has been progressing toward the top of the Ney Award competition for several years. In 1966, the ship was selected as the type commander's nominee in the large mess afloat category. Last year, she went a step further and emerged as first runner-up in the competition. This year, a winner.

Extensive interior decoration projects have improved the atmosphere of the *Wright*-guys' dining areas.

The messing area was divided into several different rooms, each with its own motif, to provide a pleasant change from the usual all-gray mess deck.

The feature decoration of the Trophy Room is a collection of five large trophy cases, in which are displayed



FRESH FROM BAKESHOP—*Ashland* crewmembers get their daily bread.



awards *Wright* crewmen have won in various competitive events. The cases surround a mock fireplace, complete with mantel, logs, and hearth.

The "salty" atmosphere of the Nautical Room is gained by the display of two antique ship's wheels, several ship lanterns, a nautical mural, a knotboard, a fishnet-covered overhead, and many historical naval pictures.

The *Wright Brothers* Room includes pictures of Orville and Wilbur, photos of their first aircraft, and two antique propellers.

Several framed scenes from U.S. Navy history, along with attractive draperies, grace the Old Timers Room.

Wright notes also that there have been other, non-decorative improvements.

A new machine for making french-fried potatoes directly from dehydrated mix was added to her galley facilities. It reduces the time to make french fries by as much as 75 per cent.

Although many ships serve ice cream, *Wrightmen* are offered a variety of sundaes for dessert.

After an extensive examination of the crew's preferences, a special "six-week cycle" menu was adopted. At no time during a six-week period is the same bill of fare repeated.

A variety of salads and desserts are attractively displayed on two new salad bars, flooded by multicolored lights.

THE FINALISTS were permitted to choose from four different menus to serve the Ney Award Committee during its visit. The four were:

- Braised beefsteak with onions, mashed potatoes and gravy, french-fried carrots, tossed salad, lemon meringue pie.

- Chicken soup, braised pork chops, gravy, candied sweet potatoes, green beans, pineapple cheese salad, apple pie.

- Fried chicken (Newport style), cranberry sauce, hot potato salad, buttered peas, carrot-raisin salad on lettuce, brownies a la mode.

- Onion soup, deep fat-fried fish, glazed ham patties, buttered corn, chef's salad, applesauce, coconut cake.

All of the Ney Award champs, ashore and afloat, have plans to exceed their records in the coming holiday festivities—wherever they are.



BEST LARGE MESS ASHORE award was won by Naval Communication Station, Honolulu. Lunch is served, above, over a hibiscus-decorated counter.

Here Are the Best Messes in the Navy

The Ney Award competition began with the nomination by each type commander, district commandant, overseas or force commander, of the outstanding mess under his jurisdiction. Out of over 1200 Navy messes, 56 made the grade of Ney Award nominee. Here they are.

Large Messes Afloat

Wright (CC 2)
Monrovia (APA 31)
Fulton (AS 11)
Sylvania (AFS 2)
Ozark (MCS 2)
Wasp (CVS 18)
Tapeka (CLG 8)
Paul Revere (APA 248)
Nereus (AS 17)
Camden (AOE 2)
Enterprise (CVAN 65)

Small Messes Afloat

Bigelow (DD 942)
Ashland (LSD 1)
Sturgeon (SSN 637)
Georgetown (AGTR 2)
Kingbird (MSC 194)
Sutherland (DD 743)
Oakhill (LSD 7)
U. S. Grant (SSBN 631)
AFDM 8
Loyalty (MSC 457)

Large Messes Ashore

Naval Air Station, Quanset Point, R. I.
 Naval Submarine Base, New London, Conn.
 Naval Air Station, Lakehurst, N. J.
 Fleet Anti-Air Weapons Training Center, Dam Neck, Va.
 Naval Auxiliary Air Station, Whiting Field, Fla.

Naval Air Station, Corpus Christi, Tex.
 Naval Training Center, Great Lakes, Ill.
 Naval Station, Roosevelt Roads, Puerto Rico
 Naval Station, Long Beach, Calif.
 Naval Air Station, Moffett Field, Calif.
 Naval Supply Center, Bremerton, Wash.
 Naval Communication Station, Honolulu, Hawaii
 Naval Station, Kodiak, Alaska
 Naval Communication Station, Washington, D. C.
 Naval Air Station, Agaña, Guam
 Naval Air Station, Cubi Point, Philippines
 Naval Security Group Activity, Kami Seya, Japan
 Naval Station, Argentia, Newfoundland
 Naval Station, Rota, Spain

Small Messes Ashore

Naval Air Station, South Weymouth, Mass.
 Naval Air Station, New York, N. Y.
 Naval Facility, Lewes, Del.
 Naval Communication Station, Norfolk, Va.
 Naval Administration Unit, Clarksville, Tenn.
 Naval Air Station, Glenview, Ill.
 Naval Radio Station, Fort Allen, Ponce, Puerto Rico
 Naval Administration Unit, Lake Mead, Nev.
 Naval Security Group Activity, Skaggs Island, Calif.
 Naval Torpedo Station, Keyport, Wash.
 Naval Ammunition Depot, Oahu, Hawaii
 Naval Communication Station, Balboa, Canal Zone
 Naval Communication Station, Kodiak, Alaska
 Naval Weapons Laboratory, Dahlgren, Va.
 Naval Facility, Chichi Jima, Bonin Island
 Naval Security Group Activity, Edzell, Scotland



BEAT OF A DIFFERENT DRUM—Caribbean Sea Frontier U.S. Navy Steel Band plays for carnival goers at Antigua.



BAND MEMBERS in practice session pound out any mistakes in their music, and then show their true mettle, below, on a televised steel concert.



Drums of Steel

IN THE ISLANDS of the Caribbean, "carnival" is a time of calypso music and steel bands. This year, as in the past, the Caribbean Sea Frontier Navy Steel Band participated in the Antigua Carnival. Once a year this quiet little island in the sun-drenched eastern Caribbean comes alive with the sound of steel bands and calypso songs echoing from the carnival grounds in St. John.

In colorful tropical attire, the Navy Steel Band was on hand to play for the gala opening of the carnival. Throughout the following festive week, the band provided ex-

citing "steel" music for many of the highlighted occasions such as the carnival queen contest and the brilliant calypso competition. Its music provided the needed touch to the vividly colored costumes of the calypso singers and dancers. The afternoon children's carnival also was made more exciting by the musical background which the Navy Steel Band provided for the entire show.

One of the outstanding events of the Antigua carnival was the steel band competition, with bands from around the island competing for top honors. Although the Navy band did not compete, two members of the band were asked to serve as judges for the melodious event.

AT 0400 ORDINARILY most people are still in bed, but during carnival "J'Ouvert," the early morning steel band parade marches through the streets of St. John, and everyone is up and following the bands.

Five of the Navy Steel Band members were up, too, serving as judges for this eye-opening event.

During its stay in Antigua, the Navy Steel Band performed on two live 30-minute television shows, one a full steel band concert and the other a "Top-Six" instrumental com-



ROLL OUT THE BARREL—Loading the barrels is easy because they're filled not with oil, but with calypso music.

and Music by the Barrel

bo. In addition, the band found time to play concerts at the Regional Mental Hospital and the Fiennes Institute, a home for the aged.

Never forgetting its own, the Navy band gave a steel concert and provided dance music for the U. S. Naval Facility Antigua's 12th anniversary and for the local U. S. Air Force base.

Conceived in 1957 by Rear Admiral Daniel V. Gallery, USN, now retired, the band was known as Admiral Dan's Pandemoniacs. Since then the name has been changed to the Caribbean Sea Frontier Steel Band and boasts an impressive history, being "played up" throughout the United States, Europe and South America.

IN THE PAST TEN YEARS, the band has traveled over one-half million miles and played more than 5,000 steel concerts. Some of its more acclaimed appearances have been at the Brussel's World Fair in 1958 and the New York World Fair in 1964.

It has appeared on nationwide television several times on such programs as the Ed Sullivan Show, Dave Garroway's Today Show and the Mike Douglas Show. Other performances include a multi-nation

Latin American Goodwill Tour, New Orleans Mardi Gras and the Chicago Music Festival. The band has recorded several LP record albums and movie sound tracks. Its latest stereo album, with some exciting new arrangements, is called "New Bag for Steel Band."

The band's unique music and success in spreading goodwill throughout the world has resulted in three White House command performances.

Presently the band is under the

direction of Chief Musician G. R. Poole, USN. Home is still San Juan, Puerto Rico, assigned to the staff of the Commander Caribbean Sea Frontier, Rear Admiral Alfred R. Matter, USN.

Everyone who hears it agrees the Navy Steel Band's music is unusual and exciting, so if you have the chance to see a performance, don't miss it. You too will be asking yourself, "Are they really just steel oil drums?"

Story and photos by
"CJ" Wiitala, PHC, USN.

CHILDREN'S DAY at the carnival was made even better by the addition of the Navy Steel Band concert which was played before attentive audience.





Interservice



All-Navy



CISM

IT'S BEEN A GOOD YEAR

This has been one of the most successful years in history for Navy's sports champions. Navy teams won the Interservice golf and the Interservice softball tournaments in addition to the senior doubles and singles in Interservice tennis. Earlier in the year, Navy teams took second place wins in Interservice volleyball and Interservice basketball, and also finished with the top individual champion in the Interservice judo competition.

Navy sportsmen participated in the CISM Sea Week competition and scored the most impressive U. S. victories since the tournament began, with the top individual Sea Week Pentathlon winner, the Pentathlon team championship and second place honors in both the sailing and rowing events. Many Navymen were selected for Olympic training camps, and several participated in the Olympic games held in Mexico.

For sea-service sportsmen, it was a very good year.

All-Navy Golf

Lieutenant William Scarbrough fired a final round of 75 to win the All-Navy golfing championship held this year at Long Beach.

It was the second All-Navy golf title for Scarbrough, who won the tournament in 1961. His 296 total over the 72-hole championship was two strokes ahead of runner-up LT James Seeley who finished with a 298 total. LTJG Tom Jones was third with a 299 score, posting a final round of 77. DP3 Allen Parrish and LTJG Lawrence McAtee tied for fourth place honors with a 72-hole total of 300.



Forrestal Cup
Interservice Golf Award

The above top five finishers in the championship were selected to represent the Navy in the Interservice tourney held this year at Quantico.

In the senior division of the All-Navy match, CAPT Bob Wallace captured first place for the second year in a row, firing a 298. The senior division is for golfers 45 years of age or older. Wallace completed rounds of 76, 75, 70, 77. The champion finished six strokes ahead of senior division runner-up CDR James Kinder, who completed the final 18 holes with a 75. Kinder won the senior division title in 1963 and 1964, and captured the All-Navy open title in 1957. LCDR I. Williams placed third in the senior division, shooting a 306 total. These three golfers rounded out the All-Navy senior division team selected to participate in the interservice tournament.

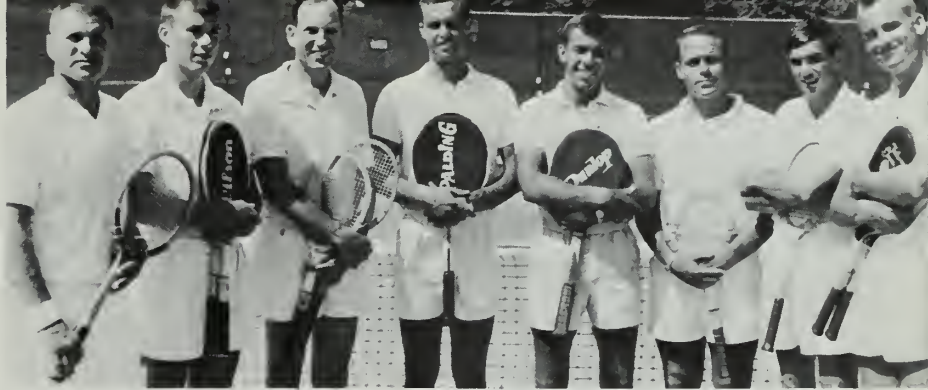
LCDR Nancy Hollenbeck toured the Long Beach course with rounds of 87, 86, 82, 87, to capture the women's division title. Nothing unusual for Hollenbeck, however, who is four times an All-Navy champion, having won the title in 1960, 1963, 1966 and again this year. PN1 Gwen Anderson was second medalist in the women's division, shooting 95, 91, 95, 91.

Golfers Take Forrestal Cup

The All-Navy golf team swept the Interservice open division play capturing the Forrestal Cup and Lieutenant Thomas Jones took the individual open title during the 1968 golf championships at Quantico.

The Forrestal cup, named after Secretary of the Navy (and later Secretary of Defense) James Forrestal, was first presented in 1948. Since that time, the Navy has won the cup only twice.

The Navy golf team, composed of LT William Scarbrough, LT James Seeley, LTJG Tom Jones, Data Processing Technician 3rd Class Allen Parrish and LTJG Lawrence McAtee, fired a competitive low score 1167. Runner-up Air Force carded 1189 over the 37-year-old Quantico golf course. Navy led all the way in the open team competition.



ALL-NAVY 1968—Members of the Navy team who competed in the interservice tournament are: *left to right*: Jack Candland, AVCM; Jim McCabe, 2nd LT, USMC; Bill Foulkes, CAPT; Steve Peacock, ENS; Roy Kiessling, 2nd LT, USMC; Peter Rockness, LTJG; Henry Veno, SN; and Ray Bellamy, LT.

to the occasion to fire 72, 70, 72, 73—287, in the Interservice medal play.

LT Lawrence McAtee, tied for fourth in All-Navy competition, won fourth place in the Interservice tour-



DOWN THE MIDDLE—LCDR Nancy Hollenbeck, All-Navy women's champion, gets professional help on proper grip before getting grip on her fourth Navy championship.

ney with a 72-hole total 292. Final scores of other members of the winning Navy team were: LT Seeley, 293; A. Parrish, DT3, 295; and All-Navy champion LT William Scarbrough, 303.

The Navy senior division team entry finished six strokes back of the winning Air Force team, who fired a 608. CDR James Kinder was low for the senior division team, firing 78, 75, 76, 77—306, over the Quantico course. All-Navy senior division champion CAPT Bob Wallace carded 75, 78, 75, 80—308. Third member of the senior division team, LCDR I. Williams, shot 82, 77, 78, 75—312.

IN NAVY SPORTS

LT Thomas Jones of Pensacola, shot a one-over-par 73 on the final 18 holes of play for a total 72-hole score 287, to capture the 1968 Interservice open championship by one stroke. LCpl Ron Smith of Camp Lejeune led Jones by three strokes going into the final round, but faded with a 77—288, one stroke short of Jones. Smith, winner of the All-Marine championship, missed a two-foot birdie putt on the 17th hole and a 12-foot birdie attempt on the finishing hole.

Jones was third in the All-Navy tournament, but the former captain of the Naval Academy golf team rose

OLYMPIC CAMPERS—AN Albert Robinson of Alameda batters Air Force's Ralph Dorsey with combination punches to win the Olympic featherweight trials. *Rt*: SM3 Albert Bolden is seen scoring with right, but lost middleweight finals by decision. Bolden was also selected for the Olympic training camp.

—Photos by Steven Carter, JO2.



Interservice Softball Champs

Submarine Flotilla 1, the Pacific Coast regional champions, gave up only two runs in three games to clinch the All-Navy softball championship, and then went on to capture the interservice softball crown.

Theodore Brown pitched the first and final games of the three game series allowing the only two runs scored against the submariners during All-Navy competition in the first game against SubLant, the South Atlantic representatives. Brown, a radioman 2nd class, gave up four hits to the SubLant team, but the SubFlot 1 sluggers tagged the opposition for nine hits in the first finals game to down SubLant, 5-2.

The All-Navy champions met NAS Barber's Point, Western Pacific regional winners, in the second round of the All-Navy tourney, defeating them, 13-0. Jim Cheeseman hurled a no-hitter for the submariners, and was backed up by his teammates who scored eight runs in the first inning. Cheeseman is a torpedoman's mate 2nd Class in his on-duty assignments.

After winning the third round by

defeating NAS Barber's Point, 8-1, the SubLant squad met SubFlot 1 for the All-Navy championship. Theodore Brown again faced the SubLant batters, but fared better, allowing only three hits and blanking SubLant, 6-0. Bob Custard, center fielder, hit an inside-the-park home run to spark the Pacific Coast swatters who collected 10 hits.

The All-Navy champions were augmented by three members of the second place SubLant team and one Alameda player when they journeyed to Fort Eustis, Va., to participate in the 1968 Interservice Softball Championship.

Navy defeated Army in the first interservice game, 3-1, behind the two hit pitching of Ted Brown. Airman Mike Booth slammed a triple in the top of the ninth inning, driving in two runs to break a 1-1 tie and giving Navy the win.

Navy defeated the Air Force, 4-1, in game number four with Jim Cheeseman and Ted Brown dividing mound duty to hold Air Force to three hits. Centerfielder Bob Custard grabbed three of Navy's eight hits in four trips to the plate for batting

honors. Custard is an engineman 1st class. He and shortstop Mike Booth were both credited with one RBI each. The win over Air Force advanced the Navy squad to the interservice finals.

The Interservice title was decided in the 6th game when Navy handed their second defeat to the Air Force squad, blanking them, 5-0. Ted Brown gave up one hit, going all the way on the mound for Navy. The big blast came in the fourth inning with two men on when ETN2 Charles Porter, right fielder, connected for a home run.

Members of the Navy interservice champion roster are: MM2 Charles Acklin, SubLant (rightfield); MM3 David Baker, SubFlot 1 (outfield-infield); FN Jesus Benavides, SubFlot 1 (outfield-infield); AN Michael Booth, Alameda (shortstop); TM2 Robert Brown, SubLant (catcher); RM2 Theodore Brown, SubFlot 1 (pitcher-first base); TM2 Jim Cheeseman, SubFlot 1 (pitcher-infield); EN1 Robert Custard, SubFlot 1 (outfield); YN2 Daniel DuMont, SubFlot 1 (infield); DP3 George Giles, SubFlot 1 (infield); ETR2 Richard Harkins, SubFlot 1 (outfield); CS2 James Bo, SubLant (first base); ETN2 Charles Porter, SubFlot 1 (outfield-catcher); ENCS Jessie Vail, SubFlot 1 (catcher); and YN1 Jerry Wuest, SubFlot 1 (player-coach).

Following the interservice championships, the Navymen teamed with one Marine, three Army and three Air Force team members to play in the National Softball Championships held at Clearwater, Fla. The interservice squad was knocked out of the competition in the fourth round of play when they dropped their second game of the double-elimination tourney.

The Navy's Olympians

The following Navy personnel were selected from regional and notional competition for Olympic training camps. After extensive training, they were chosen as members of various U. S. Olympic teams to participate in the 1968 games.

- Aviation Machinist's Mate 1st Class Donald Hamilton, USNR, of the Naval Air Reserve Training Unit stationed at Andrews Air Force Base, was selected to compete in the pistol marksmanship competition of the summer Olympic games.

- Seaman Michael Borrett, USN, member of the All-Navy championship SubLant Sea Raider basketball squad, was selected to represent the U. S. in that sport during the Olympic games. Being named to the squad is an honor. The U. S. basketball team has never lost a single game in the history of the Olympic competition.

- Almon Albert Robinson, USN, stationed at Alameda, was selected to represent the U. S. in the featherweight boxing division of the Olympic games.

The 125-pound fighter won his weight class titles in both the 1968 and National Boxing Championships.

- Lieutenant (jg) Lawrence Hough, USNR, stationed at Naval Command Systems Support Activity, took a busman's holiday during the 1968 Olympic

games. Hough made the U. S. rowing team.

- Seaman Apprentice Bernie Wrightson, USN, of Long Beach Naval Station participated in an Olympic event in which the U. S. team has consistently captured its share of medals. Seaman Wrightson was a member of the U. S. diving team.

- Ensign Stanley Cole, USNR, and Ensign Russell Webb, USNR, both stationed at Long Beach, were selected as members of the U. S. Olympic water polo team.

- Hospital Corpsman 3rd Class William Jewell, USNR, stationed at Las Alamos, participated in the Olympic games as a member of the U. S. kayak team.



All-Navy, Interservice Tennis

Master Chief Jack Candland led the All-Navy tennis team in its most successful showing during the 1968 Interservice Championships at Camp Pendleton by winning the senior singles title and then teaming with Pacific Coast representative CAPT Bill Foulkes to take the senior doubles championship.

Chief Candland, who is an avionics technician, represented the North Atlantic team in the All-Navy championships held at Newport. He took All-Navy senior singles in straight

sets, 6-3, 7-5, from CAPT Foulkes. Bill Foulkes came back to revenge his loss in the All-Navy senior doubles round robin meeting, however. He teamed with CAPT Stan Potts to down the North Atlantic team of Candland and CDR Bert Carraway to win the All-Navy doubles title, 3-6, 6-3, 6-4.

In the interservice tourney, Candland defeated Jim Thompson, USAF, 6-2, 6-3 to advance to the final match where he met and defeated Air Force team member R. Turner, 6-1, 6-3. In doubles play, Jack Candland and Bill Foulkes advanced to the finals by defeating the Marine team of Girten and Harris, 6-1, 6-2, in the semi-final match. They then met the Air Force twosome of R. Turner and Jim Thompson and won the interservice title in straight sets, 6-1, 6-2.

All-Navy Open Singles and Doubles

The All-Navy open singles title turned into quite a battle, with the championship being decided in the fifth set between ENS Steve Peacock and All-Navy titlist 2nd LT Jim McCabe, USMC. The final score was, 2-6, 6-2, 2-6, 8-6, and 6-3. Both finalists represented the South Atlantic region. Peacock advanced to the final match by defeating North Atlantic regional champion SN Henry Veno, 6-1, 4-6, 6-4, 6-3. McCabe entered the finals by downing 2nd LT Roy Kiessling, USMC, in the semi-final match, 6-2, 6-2, 6-1.

All-Navy open doubles championship was decided between two South Atlantic teams as Steve Peacock and Jim McCabe defeated the duet of Roy Kiessling and LTJG Pete Rockness in straight sets, 6-3, 6-1, 6-2.

All-Navy Women's Singles and Doubles

Lena Hartshorn took the women's singles All-Navy championship by defeating YN2 Pat Bracale, 3-6, 6-3, 6-2. Both singles finalists represented the western team. Hartshorn and PH1 Janet Newland teamed to defeat the eastern women's team twosome of YN3 Anita Davis and PN2 N'Gaio Burger, 4-6, 8-6, 6-3, to capture the women's doubles championship.

Interservice Open Singles and Doubles

Davis Cup netmen Arthur Ashe and Charles Pasarell made a clean sweep of both singles and doubles in the Interservice open matches,

leading the Army team in capturing both the Leech Cup (singles champion) and the Risley Bowl (doubles champion).

Both Ashe and Pasarell advanced to the finals in singles competition with Ashe taking the championship, 8-6, 6-3, 6-4. Navy's LT Ray Bellamy advanced to the semifinals, but was defeated by Pasarell, 6-3, 6-3, 6-1.

The Navy open doubles entry of ENS Steve Peacock and 2nd LT Jim McCabe, USMC, was defeated by the Air Force team of Jungle and Schade, 6-8, 23-21, 6-3. The Air Force team lost the Risley Bowl when they met Army in final doubles play.

Navy Olympic Boxers

Airman Albert Robinson of Alameda has enjoyed a successful year in boxing, and it isn't even over yet.

Robinson, 1968 All Navy featherweight champion, advanced to the Olympic boxing trials held at Maumee, Ohio, making the U. S. team by winning the 125-lb finals.

The championship fight was a repeat of the interservice bout between Robinson of Navy and Ralph Dorsey of Air Force, but with a different ending. In the interservice bout, Dorsey outpointed the Navy champion to take the decision and the interservice title. Robinson left the decision to the canvas, however, in the Olympic trial meeting, scoring a technical knockout over Dorsey in the first round. It was a one-sided round as Robinson exploded with a



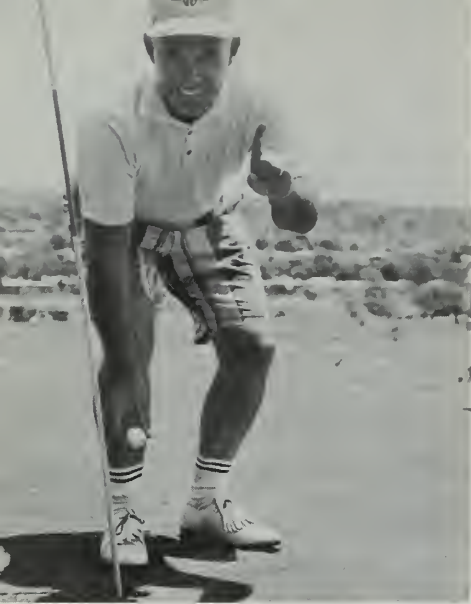
INTERSERVICE TROPHY—CAPT Bill Foulkes receives the interservice senior doubles award from Major General Donn Robertson. Navy team of Foulkes and Candland won the finals against Air Force.

flurry of punches which stunned the interservice champion. After decking Dorsey several times, Robinson was awarded the TKO by the referee about two minutes into the round.

Another Navy boxer selected to train with the Olympic squad is Signalman Third Class Albert Bolden of USS *Shenandoah* (AD 26). Bolden, described by opponents as a stiff-hitting boxer, won the 1968 All-Navy and Interservice middleweight crowns. He lost in the Olympic trial



CUP WINNERS—CDR W. F. Moore receives trophy from CAPT M. E. Stewart for Training Squadron 22, based at Kingsville. The squadron was awarded station's Captain's Cup for outstanding performance in 13 athletic events, winning eight of those competitions and placing well in the other five.



HE DID IT AGAIN—CAPT Courtland Babcock, commanding officer of NAVCOMMSTA, San Diego, indicates his second hole-in-one in 18 days.

finals by decision to AAU champion Alfred Jones. Bolden was selected as an alternate to the training camp.

Two other Navymen advanced to the trial finals, but lost their Olympic team bids. Two-time Navy champion FN Oliver Ewell of *Shenandoah* lost a decision to AAU bantamweight champion Sam Goss. SA Andre Reed, NTC San Diego, lost the light welterweight finals by decision to Army's James Wallington, Jr. Reed was selected for the Olympic trials during the West Coast Olympic trial regional playoffs.

The Olympic boxing trial participants represented the best amateur boxers in the U. S.

Can You Top a Hole In One?

"Beautiful shot . . . it's on the green . . . it's close . . . it's in!"

"Captain, I'll bet you'll never top that one."

One of the three golfers playing the Miramar Naval Air Station golf course on 7 July might have said something like this to the other member of their foursome, CAPT Courtland Babcock. On the par three, 155-yard, 14th hole, Captain Babcock executed the perfect golf shot, from tee to cup in one stroke.

That is, indeed, almost impossible to top.

But it took CAPT Babcock just 18 days to top his first hole in one. This one occurred on 25 July when he stepped up to the 17th tee on the Mission Gorge Golf Course, took a three wood from his bag and hit

the ball. The ball lifted from the tee into a stiff breeze and soared 217 yards to the green where it promptly bounced into the cup.

Captain, we'll bet you'll never top that one.

CISM Sea Week

The International Military Sports Council (IMSC) held its annual Sea Week games in August, and Navymen representing the United States recorded their best showing since the competition began by winning both the pentathlon team competition and the individual pentathlon championship.

Sea Week includes competition in sailing, rowing and a special Navy pentathlon which includes five separate races. The games were held this year at Den Helder, Netherlands, and Navymen from 10 countries competed for top honors for their countries. Navymen participating in the 1968 Sea Week came from Belgium, Brazil, France, Germany, Italy, Netherlands, Norway, Sweden, Turkey and the United States.

Seaman Victor R. Tanaka, USN, won the 1968 CISM pentathlon for the U. S. with a total point score of 5416, just three points ahead of second place Lieutenant Hjermundrud of Norway. The three-point winning margin represented only three seconds in the five events of the pentathlon. Races included in the pentathlon are a 300-meter obstacle race, a 66-meter lifesaving race, a 300-meter seamanship race, a 110-meter utility swimming race and a 2500-meter amphibious cross-country event. Points accrued in each of the races by individuals determine the winner of the individual and team trophies. The number of points is determined by a carefully worked out point system similar to the Olympic decathlon.

U. S. pentathlon entrants compiled a total point score of 15,908 to win the team competition by more than 100 points over the second place Netherlands team. Winning U. S. team members are LTJG Robert W. Inpym, USNR; ENS Jon P. Rowe, USNR; and SN Victor R. Tanaka, USN.

In the Sea Week sailing event, the Navy team of LCDR William Park, USCG, ENS Arthur Paine, USNR, and LT Robert Terhune, USN, took second place to the winning Swedish Navy team.

The U. S. team in the rowing competition lost the first place championship by only 9.1 seconds to the Italian team. The U. S. oarsmen including Midshipman Robert Prince, USN; LTJG William Elting, USNR; LTJG Nikolaus von Beillou, USNR; 2nd LT Robert Emmet, USMC, and 2nd LT William Allen, USMC, crossed the finish line in 7 minutes, 08.3 seconds.

CISM was formed in 1946 and the Sea Week competition was established in 1949 in conjunction with a program established by the Italian Navy. In 1954 the first competition between CISM members took place, and since that date 13 Sea Weeks have been held.

There are many CISM activities held throughout the year including competition between Navy, Army and Air Force personnel of various countries. CISM events are patterned after Olympic style competition but with the use of military physical training aspects. Competition in various pentathlons, soccer, skiing, track and field, basketball and many other military-type sports will be held throughout 1968.

OLYMPIC CAMPER—SM3 Albert Bolden, USS *Shenandoah* (AD 26), 1968 All-Navy and Interservice champion has been selected as an alternate to U. S. Olympic training camp.





USS Illinois (BB 7) in 1906



USS Louisiana (BB 19) in 1907

A Famous Trophy Returns

Walk into the lobby of any major naval station's admin building, and you are likely to find a trophy case. Trophies, cups, plaques, and other symbols of supremacy in various sports and recreational events are a long-standing Navy tradition.

Norfolk Naval Station's McCormick gym has displayed for more than 10 years a cup which is believed once to be the oldest trophy in continuous competition in American naval sports history—the *Battenberg Cup*.

In May 1906, Rear Admiral Prince Louis Battenberg, Royal Navy, donated the massive trophy to the U. S. Navy. The cup was dedicated "To the enlisted men of the North Atlantic Fleet from their British cousins of the 2nd Cruiser Squadron on board *Drake*, *Cornwall*, *Essex*, *Bedford*, and *Cumberland*, in grateful remembrance of the many kindnesses, tokens of the good fellowship and wonderful entertainments that were given to them in cordial friendship by their comrades across the sea."

Although the name appears nowhere on the trophy, it almost immediately became known as the *Battenberg Cup*.

Sometimes also referred to as the "*British Challenge Cup*," this trophy posed a perpetual challenge for racing cutters of the Atlantic Fleet. Under the agreement, whenever a ship holding the cup would fall in with a British man-o'-war, she had to give the Englishman a chance to compete for the prize.

If the British ship won, her name would be engraved on the cup—but the cup was to leave the U. S. Fleet only once. As it turned out, only two British ships ever chal-

lenged a U. S. Navy ship to a Battenberg race and only one won. She was *HMS Argyll*.

The first U. S. ship to win the cup was *uss Illinois* (BB 7), in September 1906. She held it until May 1907 when *Argyll* won her victory. *uss Louisiana* (BB 19) took over in September of that year and the cup was thereafter held by U. S. Navy ships.

Finally, after *uss West Virginia* (BB 48) won the trophy in August 1940, the *Battenberg Cup* was taken out of competition. When that ship was placed out of commission in January 1947, the cup was taken into custody by the Special Services Division of BuPers.

In 1955, the Cup was transferred to the McCormick Center in Norfolk for permanent display and recently it was shipped to Washington for display in the Navy Memorial Museum. It's now on display there.



THE BATTENBERG CUP, donated by the British in 1906 to be presented to fastest Atlantic cutter, will soon find a permanent home at Naval Memorial Museum in Washington, D. C.

USS West Virginia (BB 48) in 1940



LETTERS TO THE EDITOR

Norton Is Snortin'

SIR: I enjoyed your article "What's in a Name" (about ships' names and designations) in the June issue. However, I'm probably one of the few critical readers that noted one omission—my present command.

You came close when you named the AVPs. I believe *uss Norton Sound* (AVM 1) is the only AV-type ship still in commission.

Your writer probably missed your February 1965 issue wherein you had an excellent article on *Norton Sound*. Things have changed somewhat since that time. The five-story tower has been removed and the ship has been engaged in test and evaluation of the Basic Point Defense System.

Other futuristic programs have been tested since the ship's recommissioning in 1964. The Navy's new 5-inch/54-caliber lightweight gun, and the FCS MK 86 are scheduled to undergo tests on board during fiscal 1969. As you can see, the "Snortin' Norton" is still very much alive.—G. H. Lewis, CAPT, USN, CO, *uss Norton Sound* (AVM 1).

• Please excuse us, sir, for leaving *Norton Sound* out of our roundup. Its uniqueness is just about the only excuse we have to offer. Leave it to us to omit the only ship that can legitimately come back snortin'.—ED.

Navy Achievement Medal

SIR: Over a year ago, the Navy Achievement Medal was established, replacing the Secretary of the Navy Commendation for Achievement. The significant differences between the two are that the newer award consists of both a medal and a ribbon, and the combat V may be worn with it if authorized.

Are personnel who were previously awarded the SecNav Commendation for Achievement now eligible to wear the Navy Achievement Medal?

Further, are those who were awarded the SecNav Commendation for Achievement for service in a combat zone eligible to wear the combat V?

Many men received temporary citations for the SecNav Commendation for Achievement without receiving permanent citations. Since a permanent citation has not been received, does this indicate that the citation may be re-issued, or simply that there is a backlog of paperwork?

There were six people on my last ship awarded the SecNav Commendation about two months before the Navy Achievement Medal was established,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

and none of us are quite sure where we stand.—B. D. S., LCDR, USN.

• Yes, those *Navymen* who were awarded the SecNav Commendation for Achievement may wear the Navy Achievement Medal instead.

The Navy Department Board of Decorations and Medals tells us that awards which were issued before 17 Jul 1967 are not entitled to the combat V, since it was not intended to be issued retroactively.

A certificate will automatically be issued, but a permanent citation will be issued only upon written request. There is a backlog, however, and there will be a delay in issuing both permanent citations and certificates.—ED.



BUST of the late Fleet Admiral Chester W. Nimitz was unveiled at the keel-laying of the nuclear powered carrier that will bear his name.

Tax on VRB

SIR: One of my men shipped over under the variable reenlistment bonus program. He reenlisted in the States, and was paid his first installment there. Now, he is here in Vietnam. While he is stationed here in a tax-free zone, are his other installments taxable?

If so, then it stands to reason that if a man reenlists while in the combat zone, all of the installments are tax-free, no matter where he is stationed when he receives them. Right?—F. M. D., RM1, USN.

• Right in both instances. If the reenlistment for which a VRB is payable occurs outside a combat zone, the bonus is taxable, and each annual installment is subject to tax in the year in which it is paid. Even if later installments are paid while the man is in a combat zone, such installments are subject to withholding tax and will be reported as income subject to tax.

Conversely, if a man reenlists inside a combat zone, or while hospitalized as a result of wounds, injury or disease while serving in a combat zone, none of the installments are subject to withholding tax, no matter when or where he receives them.—ED.

Space Available Retired Travel

SIR: Where can I find official information concerning space available travel for retired *Navymen* and their families?—G. F. S., CS1, USN.

• The official word can be found in BuPers Inst. 4650.16 and its Supplement 1. The Navy Guide for Retired Personnel and their Families (NacPers 15891B) also has information on the subject.

You may already know that travel outside the United States, except in the western hemisphere, has been severely curtailed. For example, MSTs ships in both the Atlantic and Pacific Oceans were taken off their passenger runs in 1966 so they could support U. S. forces in Southeast Asia.

Economic factors have also curtailed other space available travel. In the interest of limiting our balance of payment deficit, the Department of Defense now prohibits space available travel for both active duty and retired military personnel and their dependents.

This ban, however, does not apply to travel in North, Central and South America nor does it encompass the Caribbean islands, Bermuda or the Bahamas.

In case there is any doubt, the re-

strictions concerning travel outside the western hemisphere apply only to those going from the United States to a non-U. S. dollar area overseas.

If you want to travel overseas at your own expense and return to the United States on a space available basis, contact the appropriate MAC oversea terminal and ask to be placed on the standby waiting list for return travel to the USA. —ED.

Engineers Generate Full Steam

SIR: Regarding the letter "There are Many Navy Engineers" in your July 1968 issue, I have this to say: Thanks, Ed.

Perhaps J. D. A., CDR, USN (Ret) has been (Ret) too long to remember who it is that makes it go. Most of those grease monkey engineers don't care what you call them anyway, just so long as you don't call them late for chow.

I can't speak too informatively about those "black shoe engineers" whose no-college talents carry us "airedales" around the world, but I can tell you that they are appreciated.—P. Shepherd, ADJC, USN.

SIR: As the Engineer Officer of one of our largest and finest afloat commands, and holding three Engineering degrees, I can only say that our young men that do the job under the most rigorous of conditions certainly rate more than the negative approach cited by J. D. A., CDR, USN (Ret).

The degree of engineering professionalism shown by the 700 snipes of this command, under the most trying operational conditions yet seen by the modern Navy, makes me proud to recognize these 700 shipmates as engineers in the finest sense of the word.—B. O. Cair, CDR, USN, USS *Constellation* (CVA 64).

SIR: About that letter from J. D. A., CDR, USN, (Ret): Good Grief! About Ed.'s answer: Thanks.—J. D. Jacks, EMC(SS), USN.

• A Pleasure.—Ed.

Cushing Led Busy Life

SIR: A relative who served on board USS *Cushing* (DD 797) during World War II has been asking me for news of his old ship. I've been unable to locate her. Perhaps you can tell me where to look.—W. L. B., PN2, USN.

• You might try Brazil. That's where *Cushing* went in the summer of 1961 after her transfer to Brazil under the Military Assistance Program. She was renamed CT Parana (D 29).

Cushing was the fourth ship named in honor of old-time Navyman CDR William B. Cushing, who won special thanks from President Lincoln during the Civil War. CDR Cushing fitted a



FOR THE RECORD—Television cameraman aboard USS *Kitty Hawk* (CVA 63) records a wave-off during flight operations. Photo taken with fisheye lens.

launch with a spar torpedo and then attacked and, completely disabled the Confederate ram *Albemarle*.

Other ships named *Cushing* were a 139-foot torpedo boat and two destroyers (DDs 55 and 376).

The latest *Cushing* was commissioned

in 1944, too late to see much World War II action, but soon enough to participate in major campaigns off Formosa and the Philippines. She shot down several enemy aircraft, operated with carrier strike forces, directed air patrols into battle, made numerous ocean rescues

Lively Argument About a Dead Horse

SIR: I had an argument with several CPOs (I lost my head, I guess) concerning advance pay, and I would appreciate your bailing me out.

I maintain that in order to draw advance pay (better known as a dead horse), a man must have received permanent change of station (PCS) orders or have reported to a new duty station within the previous 30 days.

Our disbursing officer says there are no provisions to draw advance pay unless one has PCS orders. However, these chiefs insist that they have in fact drawn a month's advance pay, and at any time they so desired, without PCS orders. What say you?—A. N. M., PN1, USN.

• First of all, as you no doubt know, advance pay is defined as money received before it is earned.

According to the "Department of Defense Military Pay and Allowances Entitlement Manual," the only times a Navyman may draw advance pay are:

- 1) when he is in receipt of permanent change of station orders (provided the PCS is not for separation or trial by court-martial);
- 2) when his ship is changing home port or home yard (if he has dependents);
- 3) when he is on duty at a distant duty station where pay and allowances

cannot be disbursed regularly;

4) when dependents are being evacuated from a hazardous area on orders from the area commander or the State Department (pay goes to his dependents);

5) when the pay period falls on a Saturday, Sunday, or holiday (he is paid the preceding workday).

Of course, advance pay is most commonly authorized incident to PCS orders. When the Navy issues a set of orders to move from one ship or station to another, the government realizes that the Navyman will encounter numerous expenses in making the move that he would not encounter had the orders not been issued. Therefore, the regulations allow payment of public funds to the Navyman which he has not yet earned.

Special money, on the other hand, is money the Navyman has already earned, and has "on the books." Since a Navyman may let his pay ride for up to six months, it is possible the chiefs were talking about drawing special money which they had on the books.

Of course, they may have been talking about that lonely but fabulous tour they spent on Tawi Tawi. In any event, you can enumerate to your friends the foregoing that comes to us from a "cognizant source."—ED.



GO POWER—Two ways to move a 1052-foot aircraft carrier, such as *USS Independence (CVA 62)*, are pictured above. *Left*: Two giant props are revealed in drydock. *Rt*: Several tiny tugs nudge her bow at Norfolk, Virginia.

and worked off Okinawa as a picket ship.

During closing stages of the war, *Cushing* bombarded the Japanese mainland. She remained off Japan until November 1945, and then returned to the United States for transfer to the Reserve Fleet.

In 1951, *Cushing* was taken out of mothballs and assigned to *DesDiv 282* in Norfolk. She operated in the Atlantic for a year and a half, and then was transferred to the Pacific for duty off Korea.

Cushing continued around the world on a cruise which ended in Norfolk. She operated in the Atlantic until 1955, then once again returned to the Pacific with *Long Beach* as her home port. She made several cruises to WestPac and participated in training exercises off the California coast.

The destroyer returned to the east coast late in 1960. She was placed in the Reserve Fleet and remained there until called up for MAP transfer to Brazil.—Ed.

Still More on 18-Inch Gun

SIR: Permit me to add just one more footnote to the letter from Amos Cleary, published in the June issue of *ALL HANDS*, which verified the existence of an 18-inch gun at Dahlgren.

Evidence to substantiate Mr. Cleary's statements can be found in the official records of the former Bureau of Ordnance, some of which are now in the National Archives and open to the public.

These records include various technical computations for the construction of the 18-inch gun and copies of the blueprint of the weapon itself, identified as "18-inch 47-caliber gun Mark I."

The blueprint, prepared at the Naval Gun Factory, is dated 18 Nov 1919,

and was approved by Lieutenant Commander R. K. Turner, presumably the future admiral. The gun is shown to be 73 feet, eight inches in length; it fired a 2900-pound projectile with a muzzle velocity of 2700 feet per second.

Incidentally, there are indications that two Japanese 18-inch guns, of the type mounted in the *Yamato*-class battleships, were shipped to the Naval Proving Ground, Dahlgren, Va., after World War II, for examination and testing.—Robert Krauskopf.

• Thank you, sir, for your further confirmation of Mr. Cleary's statement.

But why leave us hanging in the air as you did? What were the "indications" to which you referred? What happened next?—Ed.

Stars on Caps

SIR: I would like to see stars added to the chief petty officer cap device to indicate pay grades E-8 and E-9.

Since a senior or master chief petty officer can't be identified as such while wearing an overcoat or raincoat, the stars would conform to uniform regs which specify that uniform and insignia should show at a glance a Navyman's grade, corps or rating.—J. R. B., HMCM, USN.

• The Uniform Board has already considered the change you favor, but concluded that collar devices worn by master and senior chiefs made them sufficiently recognizable and that there was no real need for further identification.

In the opinion of the board, cap devices should continue to indicate differences in categories of personnel—commissioned officers, warrant officers and chief petty officers.—Ed.

To Use, or Not to Use, the The

SIR: People in our admin department have been debating the use of the article "the" as part of a title in official correspondence.

For example, would a letter to CNO be addressed to The Chief of Naval Operations, or just Chief of Naval Operations, omitting the "The"?

Carrying this to the text of a letter, it would make sense to write: "Reports should be forwarded to the Chief of Naval Operations." Fine, but what if after initially spelling out Chief of Naval Operations, you abbreviate it CNO and come up with "Reports should be forwarded to the CNO." This doesn't sound or read too bad, but, following this style, "the COMELEVEN" and "the COMSERVPAC" sound awkward.

The *Correspondence Manual* is not clear on this, and we'd like to be consistent in our usage. What do the experts suggest?—J. E. G., LT, USN.

• The experts in charge of the Navy's correspondence management program say there is no specific rule with regard to the use of the article "the" before command titles. However, a review of acceptable Navy usage has turned up specific guidelines. "The," except in a few cases when the article is a part of the official title:

Is universally used in normal text, when the title is written out.

Is not used in normal text, when the title immediately follows a name (including the inside address and the signature block of a business letter.)

Is not used in the "From" or "To" lines of a naval letter or memorandum.

Is used in the heading of a "Memorandum for", i.e., "Memorandum for the Chief of Naval Operations."

Clarification on the use of "the" in the "Memorandum for" format has been proposed for the next revision of the *Correspondence Manual*.—Ed.

Sea Cloud Cited Again

SIR: USS *Sea Cloud* was a "four-masted brigantine clipper"? You're wrong on all three adjectives.

Good grief.

Somebody ought to send you back to sea.—C. H. S., LCDR, USN.

• You refer, of course, to the yacht owned by the late Joseph E. Davies, which the Navy chartered and commissioned as USS *Sea Cloud* for service during World War II. We referred to her as a four-masted brigantine clipper (ALL HANDS, June 1968). You are right; our account was wrong. Read on.—Ed.

SIR: I thought you had enough seafaring savvy to know there is no such thing as a "four-masted brigantine clipper."

A brigantine is two-masted. Further, a clipper belongs to a long-past era, about 1850 to 1855, although the definition has been used somewhat loosely over the years.

In 1937, I had the luck to go on board *Sea Cloud* in Villefranche, France, when the Davies' still owned her. She was as fabulous as you described her.

However, she was a four-masted bark, square-rigged on three masts and fore-and-aft-rigged on the aftermast, or jigger mast.—J. M. K., CAPT, USN (Ret.).

• *Sea Cloud* was indeed a four-masted bark. The error in her official history has been corrected, thanks to you.

For any curious latecomers who'd like to know more, here's a review of the so-far-unchallenged portion of the history of *Sea Cloud*.

Built in 1931 at Kiel Gaarden, Germany, *Sea Cloud* was considered one of the most beautifully designed yachts of her time. She cost somewhere between \$1,000,000 and \$3,500,000 (a mystery in itself). She displaced 2323 tons, was 281.8 feet long, and had four diesel engines which gave her a 14-knot cruising speed. Under sail, she cruised at 16 knots.

Sea Cloud carried the most complete modern navigational devices of the era. However, those who saw her were also overwhelmed by her finely-appointed elegance.

For example, *Sea Cloud* didn't have heads—she had bathrooms of marble with gold-plated washbasins. Before her conversion, in her staterooms were four-poster beds.

Stuffed rhinoceros and antelope heads, and two stuffed turtles, added a sportsman's touch to the smoking room.

In January 1942, the U.S. Navy chartered *Sea Cloud* for \$1 per year, and after conversion transferred her to the Coast Guard. She was used as a weather patrol ship out of Boston, and later operated off Argentina, Newfoundland. She was listed by the Navy as an unclassified vessel (IX 99). The Coast Guard knew her as the cutter WPG-284.

There is no record of the size of the crew *Sea Cloud* carried during her military cruise. However, in her more regal state she was manned by at least 77 seamen.

Sea Cloud was decommissioned and returned to the Davies family in November 1944. In August 1955, she was sold to a Jacksonville shipping firm. She is now owned by the Dominican Republic, and is called *Patria*.—Ed.

It's That Time Again

SIR: Your solution to "What Time is It?" after somebody asked whether 12 p.m. meant noon or midnight (ALL HANDS, March 1968) made sense, but was not complete. Logic and a dictionary tell me that if 11:59 a.m. equals one minute ante meridian, and 12:01 p.m. equals one minute post meridian, then 12:00 p.m. is midnight, but never noon.—J. W. Boyd, LT, USN.

SIR: It appears you didn't do your homework before giving an answer to "What Time is It?". Here's how it works:

AM and PM are the official abbreviations for Ante Meridian and Post Meridian, respectively.

AM indicates the period after midnight and before noon, or before the sun has reached the point directly over a given time (standard) meridian.

PM indicates the period before midnight after the sun has crossed the time meridian.

It must be remembered that a meridian is a great circle of the earth which passes through both poles. When a meridian is used as a reference point, one-half is known as the upper branch and the other half (on the opposite side of the earth) is the lower branch.

The upper branch always is designated with a capital M; the lower with a lower case m.

With this in mind, noon, or 1200, is the instant of meridian (upper) transit and is neither AM nor PM. It is either M or 12 M since the reference is the upper branch of the time meridian.

Midnight is 12 hours from noon. When it is 12M on a given meridian it is exactly midnight on the lower branch of the same meridian and the time there is designated 12 m. The lower transit of the sun, 12 m, marks the end of the day.

Therefore, we have the following order: AM is midnight to noon; M is noon or midday; PM is noon to midnight; and m is midnight.—A. E. Clarke, QMC, USN.

• Noon (12M) and midnight (12 m) are technically correct, but are ambiguous. Therefore, we stand by what the Naval Observatory recommends.

To review, the Observatory's Time Service Division concluded after a study some years ago that the abbreviations 12 a.m. and 12 p.m. should not be used



STERN VIEW—Amtrack leaves the flooded well deck of USS *Cleveland* (LPD 7) during amphibious landing.

because nobody can tell exactly what they mean. The suggested alternatives are:

1—Use the complete words noon and midnight, but qualify midnight. "Noon Friday" is clear enough, but "Midnight Friday" is confusing. Therefore, give the two dates or days between which midnight falls. For example, "Midnight of 8/9 November."

2—Use the 2400 system (midnight is 2400; the new day begins with 0001).

3—Pretend there is no problem by avoiding the use of noon and midnight altogether. Use 12:01 or 11:59 (with either a.m. or p.m.) instead. You're only one minute off but much the wiser.—Ed.

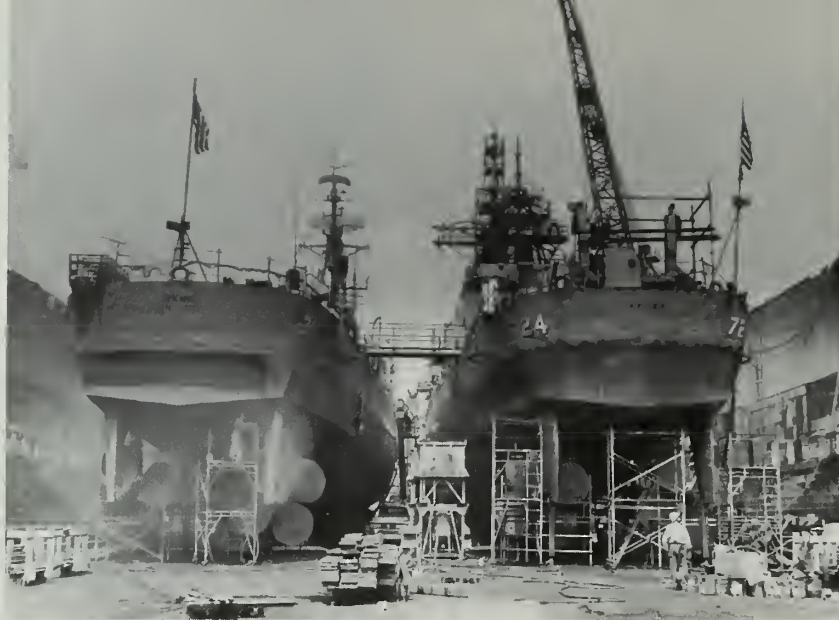
Lieutenant to Fleet Reserve

SIR: I am a lieutenant (LDO) with 19½ years' service. My permanent enlisted grade is PRC, to which I was advanced in January 1958 before receiving my commission in October 1961. Now I would like to transfer to the Fleet Reserve on 20 years' service, but as an E-9, not as an E-7.

I interpret BuPers Notice 1418 of 26 Apr 1968 to say that I must fully commit myself to be reverted to my permanent enlisted grade and then request a transfer date. Only then, after I have received an approved transfer date, may I request that I be considered for E-9. Even at that, I'm led to believe that there is no assurance that I will be advanced.

Am I interpreting the regs correctly? —H. S. S., Jr., LT, USN.

• It appears so, Licutenant. As indi-



DRYDOCKED DUO—USS Hank (DD 702) and USS Laffey (DD 724) are worked on side by side in drydock.—Photo by D. C. Myers, PH2, USN.

cated in paragraph 6.b of the Notice, you must first have an approved date of transfer to the Fleet Reserve before requesting you be considered for administrative advancement to pay grade E-9.

To assure your chances of advancement, however, you may participate in an advancement examination for the top two EM grades before you request a transfer to the Fleet Reserve. This procedure is explained further in paragraph 6.a of BuPers Notice 1418.—Ed.

It's a Spiritual Thing

SIR: I'm disillusioned. I grew up understanding that my hometown, Beverly, Mass., was the birthplace of the United States Navy. Now that I'm in the Navy, I receive word from home that a neighboring town, Marblehead, Mass., is claiming the Navy was born there.

I must confess that I never did understand what "birthplace" meant in this regard. I assumed it had to do with the building of a ship or the opening of an office, rather than with the conception of the Navy as a good idea.

In any event, I understand Beverly and Marblehead are bickering over which of the two should take credit as "Navy birthplace," whatever it means. Care to get into it?—B. K., FA, USN.

• We'll tell it the way it is (was?), as told to us by the Naval History Division, and hope your disillusionment doesn't spread to the folks back home.

The Navy Department does not officially recognize any one city or town as the Navy's birthplace. This decision is based on historical accounts which in essence give the following description:

In the early 1770s, American settle-

ments along the Atlantic coast were intimately associated with, and dependent upon, the sea. It therefore seemed natural that when the rupture with Britain occurred, the American colonists would confront the enemy on the water.

As early as May 1775, Ethan Allen (and Benedict Arnold) mounted an amphibious operation on Lake Champlain to take British posts at Ticonderoga and Crown Point. A schooner was seized and named Liberty. A "King's sloop" was captured and named Enterprise.

In June 1775, a group of woodsmen at Machias, Maine, commandeered a sloop and engaged HMS Margaretta. They took the British ship after a spirited action.

In August 1775, Rhode Island passed a resolution which called for the creation of a Navy.

On 13 Oct 1775, the Continental Congress in Philadelphia passed the first naval legislation, and four months later a fleet that had been purchased and outfitted in Philadelphia sailed under Commodore Esek Hopkins.

However, General George Washington also was displaying what historians call "profound appreciation of sea power." Gen. Washington outfitted small schooners in Massachusetts and, beginning in September 1775, sent them out to engage the British.

History concludes that many places and many men had separate but complementary roles in the Navy's founding, and that no one place can rightly be proclaimed "Navy birthplace" to the exclusion of the others.

Anyway, the editor-in-charge-of-over-worked-expressions says that "Navy birthplace" does not fit the bill. Our editorial consensus seems to be that the Navy wasn't "born;" it emerged from a great need sponsored by the wisdom and energy of men of vision.—Ed.

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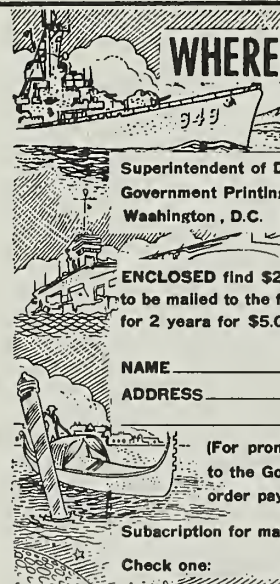

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Alaska Was a CB

SIR: A former Navyman and I were swapping sea stories after a local veterans' meeting, and got into a discussion about battle cruisers. I (unwisely, perhaps) asserted that none of three battle cruisers built for World War II—Guam, Hawaii and Alaska—ever was put into commission.

However, the ex-Navyman insisted that he sailed in company with Alaska in the Pacific toward the end of the war. He put up a convincing argument, so I backed off and conceded that maybe Alaska was in commission for a short time.

Can you tell us anything about the World War II battle cruisers?—K.W.S., MMC, Navy Recruiter.

• *We can't, because there weren't any battle cruisers, officially designated as such. However, we can discuss the large cruiser (CB) which, because of its size and armament, sometimes was unofficially called a battle cruiser. We assume that's what you had in mind.*

Six CBs were authorized for construction during World War II—Alaska (CB 1), Guam (CB 2), Hawaii (CB 3), Philippines (CB 4), Puerto Rico (CB 5) and Samoa (CB 6).

Only two of them, Alaska and Guam, actually were completed, and these two indeed saw active service toward the end of the war, winning five battle stars in the process.

In view of this, perhaps your friend actually did, as he says, see Alaska in the Pacific during World War II. After all, she was in the vicinity for about 18 months. In an attempt to clarify the situation, we offer you a summary of the careers of both:

At the time of which we speak, Alaska, and Guam were second in size only to Iowa-class battleships and Essex- and Midway-class aircraft carriers. The CBs measured 808 feet, six inches over-all, and displaced 27,500 tons (standard displacement). The design speed was 33 knots, and the main battery was comprised of nine 12-inch/50-caliber rifles.

The keel for Alaska was laid 10 days after the attack on Pearl Harbor. She was commissioned in June 1944, and the following February joined Task Group 58.5 off Ulithi.

She operated off the coast of Honshu in support of the carriers Saratoga and Enterprise during the first night air strikes against Tokyo, and also supported the assault on Iwo Jima. She next joined Task Group 58.4 for carrier strikes on Kyushu, and was in the thick of the action on 18 March when enemy suicide planes attacked the group.

Following support operations off Okinawa, Alaska visited the Philippines and then participated in surface sweeps of the East China Sea. She backed up the Army landings at Jinsen, Korea,



KING-SIZE CRUISERS—Of six CBs authorized for construction during WWII only USS Alaska (CB 1), above, and USS Guam (CB 2), below, were finished.



and then got underway for Tsingtao, China, as part of a U. S. show of force.

Alaska returned to the United States with three battle stars in December 1945. She was taken out of commission at Bayonne, N. J., and remained in the Reserve Fleet until June 1960. She was sold for scrap one year later.

Guam was commissioned in September 1944. She joined Alaska and other ships at Ulithi, and was among the

ships of Task Group 58.4 that were attacked by enemy suicide planes off Kyushu on 18 Mar 1945.

Guam bombarded enemy airfields and supported carrier strikes during the Okinawa campaign, and later led Cruiser Task Force 95 which searched for enemy shipping in the East China and Yellow Seas.

She next served as flagship of the North China Force which circled the Yellow Sea to show the flag at major ports such as Tsingtao, Port Arthur and Dairen. She supported occupation forces at Jinsen in September 1945, and returned to the United States three months later.

Guam was decommissioned at Bayonne, N. J., on 17 Feb 1947. She remained in the Reserve Fleet until June 1960 and was sold for scrap in July 1961.

On the subject of battle cruisers, plans to build six such ships were made following World War I, but never materialized. At that time, the battle cruiser was to be designated CC.

Four of them, Constellation (CC 2), Ranger (CC 4), Constitution (CC 5) and United States (CC 6), were canceled before completion. Lexington (CC 1) and Saratoga (CC 3) were completed as aircraft carriers (CVs 2 and 3, respectively).—Ed.

They Look Good at Any Age

SIR: From time to time there has been considerable discussion in the columns of ALL HANDS concerning youngest chiefs and the like.

All very nice, but I'm interested to know if anyone has qualified for his dolphins at an older age than I did. After a full career as a destroyer-erman, I switched to the submarine service in 1967 and received my dolphins on my 46th birthday, 19 Jul 1968, aboard USS Flasher (SSN 613).—J. L. Searle, CS1 (SS), USN.

• *At the moment, we wouldn't know. Nevertheless, we do know that any man is to be congratulated on receiving his dolphins at any age. Best of luck as a submariner.*—Ed.



TOUGH FIGHTER—USS Rasher (SS 269), holder of seven battle stars and PUC for WWII action, is shown as she looked then.

Big Reunion for Rasher's Crew

SIR: Thought you'd be interested in hearing about the reunion held in Chicago last summer for former officers and enlisted men who served on board USS Rasher (SS 269) during World War II.

Forty of us attended the reunion with our families, with some of the men having traveled to Chicago from as far as Maine and California. Included in the group was retired Captain Henry G. Munson, who was one of our commanding officers. (CAPT Munson was Rasher's CO during the sub's fifth and highest tonnage patrol.)

We had the reunion on 5 and 6 July at a hotel near O'Hare International Airport. We had settled on 5 July to begin the reunion so the men could use the 4th—a holiday—for travel. The 40 men plus dependents represented half the number I had been able to locate throughout the country. I had corresponded with each man, and was able to determine a firm number for hotel reservations and a schedule of social events.

We timed the reunion to commemorate the 25th anniversary of Rasher's commissioning.

There was plenty of reminiscing about our old war patrols. Among submarines, Rasher was credited with sinking the second highest total of enemy tonnage during the war.

We started the reunion with a party, the fare for which included beer from Australia, which added a nostalgic touch. We had additional social gatherings and dinner the next day, plus a dance for teenagers who had accompanied their dads (and moms) to the reunion. Many of the men brought along old photographs to add to the reminiscences.

In all, the reunion involved some of the greatest moments of my life. I was a LTJG and served on board Rasher from the time she was commissioned in June 1943 until she was decommissioned in June 1946. I knew every man who came on board; I guess I knew

about every nut and bolt in the ship and could walk through a passageway blindfolded.

Ferdinand Galli, who now lives in Manitowoc, Wis., pretty well summed it up when he said we had the best sub crew in the world. Galli, who was chief of the boat, says we could all get together in a sub right now and still have the best crew.

We hope to hold another Rasher reunion in 1973, or 30 years after the sub's commissioning. I'd like to hear from any former shipmates I have not yet been able to locate. My address is 7660 Wilcox St., Forest Park, Ill., 60130.—Peter J. Sasgen.

• *Congratulations on your successful reunion. You no doubt had plenty to reminisce about.*

For relative newcomers who aren't familiar with World War II statistics, the record shows that Rasher accumulated a colorful and highly successful history. During eight war patrols, she sank 18 enemy ships which totaled out to more than 99,000 tons. She earned seven battle stars and the Presidential Unit Citation. (In recent years, Rasher won two more battle stars for service off Vietnam.)

Rasher's first patrol, which got underway from Australia in October 1943, set a pattern for her actions throughout the war.

She scored her first kill on 9 October when she divided her torpedoes between two enemy ships and sent the 3132-ton passenger-cargo ship Kogane Maru to the bottom. Five days later, while on patrol off Ambon, she sighted four merchantmen with two escorts and she managed to get off three torpedoes for each of the two lead ships before an explosion, probably from a bomb dropped by a plane that accompanied the enemy ships, drove her down deep. Twenty-four depth charges followed her down, but missed the mark. Rasher was not able to observe the hits, but it was later confirmed that she had

sunk the freighter Kenkoku Maru.

On 31 October, Rasher was eight miles off the coast of Borneo when she sighted the masts of the 589-ton tanker Koryu Maru steaming close to the shoreline. She trailed the target, which was accompanied by a float-type plane, and when the sun went down came to the surface and took up chase. Rasher released a spread of three torpedoes. Approximately two and one-half minutes later, the enemy ship exploded and burned with a glare that illuminated the entire area. The flames and intermittent explosions continued for nearly two hours, and then the tanker slipped beneath the surface.

In the early afternoon of 8 Nov 1943, Rasher sighted the 2046-ton tanker Tango Maru with escort, and moved into position to fire a spread of torpedoes. Just before she released the torpedoes, a Japanese lookout raised his binoculars and looked in the direction of the sub. His warning was too late. Two of the torpedoes hit the target; the enemy tanker swung around 90 degrees, went dead in the water and sank.

The enemy escort ship, meanwhile, cut her bow toward Rasher and began dropping depth charges. Rasher went deep, rigged for silent running, and avoided the booming depth charges.

Later that night, Rasher sighted and followed a group of ships off Mangkalihat. The chase continued into the early morning of 9 November, but because of the bright moonlight, Rasher could not make an approach within 4000 yards without being detected. She therefore attempted to stay ahead of the targets until dawn.

However, another ship appeared ahead of the sub and forced her to dive, reverse course and make a radar and periscope approach.

Next, two of the enemy ships were recognized as large tankers of some 10,000 tons. These were selected as the prime targets, and four torpedoes were

released toward one and two at the other.

At this point, one of the tankers fired a rocket signal to a third ship in the party, a large destroyer.

By this time, Rasher was out of torpedoes, and could do nothing more than attempt to save herself. She rigged for depth charges and began making evasive maneuvers. Her forward and after torpedo rooms reported hearing hits on the second tanker.

Depth charges rumbled down after Rasher, but did no damage. The sub later surfaced in a heavy rain and got underway for Australia.

During the night of 9 November, Rasher was sighted by an enemy sub chaser, but evaded the ship after a flash of gunfire. Before finally clearing the area, she was sighted by a second patrol ship; the enemy fired white rockets and called for recognition signals, but Rasher did a sidestep and opened the distance. A searchlight from the ship illuminated the sub, and a few rounds reached out for her but missed.

Rasher came across additional enemy patrol ships while en route back to Australia. One of them kept her pinned down for nearly 20 hours. On 20 November, a patrol plane dropped bombs on the diving sub, but fell wide of the target.

Rasher arrived undamaged at Fremantle on 24 Nov 1943, her first patrol a resounding success. However, there was much, much more to come.

Rasher was to lit enemy ships so hard the explosions would knock out her own lights and pop the paint off her bulkheads. She would charge enemy convoys while down to her last torpedo, and would be shaken from stem to stern by enemy ships trying to get rid of her.

By the end of the hostilities with Japan, Rasher was officially credited with sinking 99,901 tons of enemy shipping — more than any submarine in history, except her sister ship USS Flasher (SS 249), which had 1230 tons more.

It was confirmed after the war that among the ships sunk by Rasher, one was the 20,000-ton escort carrier Taiyo, a former German luxury liner which the Japanese had acquired after World War I and converted for World War II.

Rasher was decommissioned and placed in reserve on 22 Jun 1946. She was reclassified as a radar picket submarine (SSR 269) in December 1951, and placed in reserve commission while undergoing conversion. She was fully commissioned as an SSR in July 1953, and after shakedown training joined Submarine Squadron Five at San Diego.

Rasher spent the next six and one-half years rotating between San Diego and the Far East.

NOVEMBER 1968



Port of Rasher's crew poses in front of Japanese two-man sub on Guam.

She was reclassified from a radar picket sub to an auxiliary training submarine (AGSS 269) in July 1960. Following conversion, she resumed fleet readiness training along the Western seaboard, returned to the Far East in September 1962, and then moved back to San Diego in February 1963.

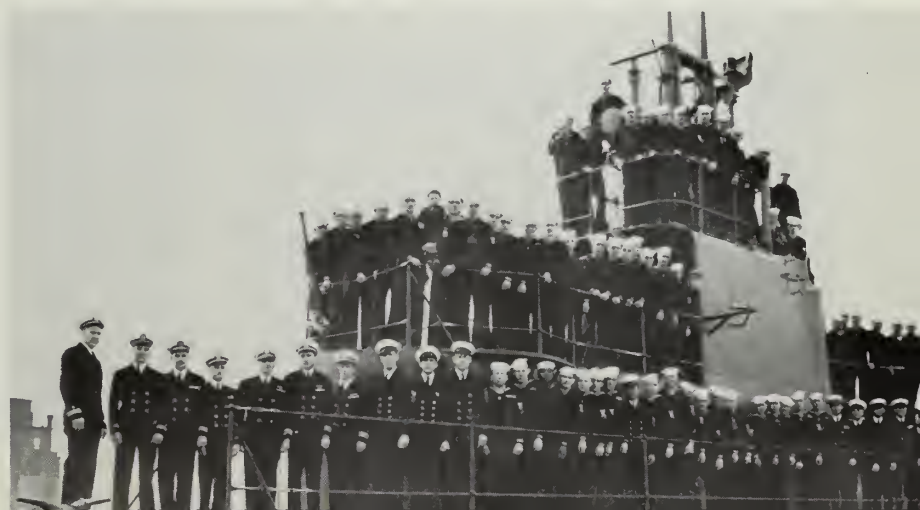
Following overhaul and one year of exercises off the coast of California,

Rasher made two final cruises to the Far East. She supported operations off the coast of Vietnam, winning two battle stars, and participated in ASW training for the navies of South Korea, Thailand and the Republic of China.

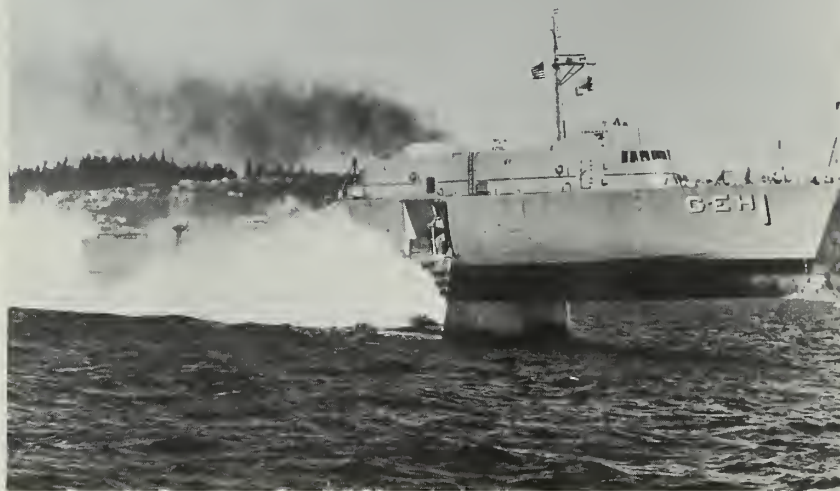
Rasher was decommissioned in May 1967 at Mare Island, then moved to Portland where she now is used as a Naval Reserve training ship.—Ed.



Rasher's crew poses on Midway. Below: Original crew at time of commissioning.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



PATCHING OUT—The Navy's *Plainview*, the world's largest hydrofoil, churns up the water of Puget Sound. The hydrofoil is capable of speeds over 40 knots.

On Sea Power and Carriers

Among the books written in recent years about the sea service and sea power, which Navymen will find of interest, are two by Admiral Joseph J. Clark, USN (Ret).

The first is titled *Carrier Admiral*. The other, *Sea Power and Its Meaning*, which the admiral wrote jointly with Captain Dwight H. Barnes, USNR, explores the concept of that much-used, not always understood term, "sea power."

Admiral "Jocko" Clark was an admiral who knew naval aviation and whose career paralleled its development. He was one of those who recognized early the need for the fast carrier task force to take the fight to the enemy, and he did much to convince the American public of this.

In *Carrier Admiral*, he writes from the experience of taking a carrier into battle. He skippered the brand-new USS *Yorktown* (CV 10) during the capture of the Gilbert and Marshall Islands, and was a task group commander during the Battle of the Philippine Sea.

He commanded Task Force 77 during the Korean conflict, and later the U. S. Seventh Fleet.

The theme of this action-packed sea story concerns the role of the aircraft carrier as a fighting force, but it is replete with valuable lessons in naval leadership. At every opportunity, ADM Clark makes practical observations on how to make it as a leader of men. He is a man of many mottoes, his favorite of which seems to be: "Watch every angle and fight for every inch."

Many times in his story, ADM Clark returns to the importance of diplomacy to one's career as a naval officer. He tells of several captains who never made admiral, simply because they lacked tact in dealing with military and civilian officials.

ADM Clark does not hesitate to step on a toe or two. The writer credits those who in his opinion made the right decisions during battle. But he also talks about errors and their cost—whether the mistake was perpetrated by one wearing lieutenant's bars or four stars.

Sea Power and Its Meaning discusses the influence of sea power on history, and makes the point that a nation that does not have a strong navy and a strong merchant fleet can never be a world power.

Plainview Goes Navy

The world's largest hydrofoil ship is scheduled for delivery to the Navy this year. She is *Plainview* and her design and construction make her a kind of ship-airplane hybrid.

Plainview is 220 feet in length and displaces 300 tons. Her hull is made of extruded aluminum plating and her bulkheads are similar to the aluminum-sheathed honeycombs which serve as partitions in many aircraft.

When *Plainview* is hull borne in the water, diesel engines drive two outdrives that rotate to steer the ship. But when *Plainview* operates on her foils and goes, her power comes from two LM 1500 gas turbine engines. These are the same as the engines used in the 165-foot PGs and in a predecessor hydrofoil craft, *Dennison*.

Two titanium propellers at the lower ends of the forward foil struts propel the ship when it is on foils.

The ship's wing-like foils have a span of thirteen and one-half feet. Unlike the hull, which is made of aluminum, the foils and struts are constructed of high-strength steel.

Plainview's foils are completely submerged and are automatically controlled.

Plainview requires a crew of 20. After her delivery, the Navy will conduct extensive tests and trials to determine the performance and capabilities of large hydrofoil ships.

Oriskany Locker Club

USS *Oriskany* (CVA 34) thinks she has found a new way to deal with an old problem. In the yards at San Francisco after three consecutive Vietnam tours, *Oriskany* has established her own locker club facility for members of the ship's company who live on board but prefer to make liberty in civilian clothes.

It was a matter of we-like-our-uniforms - just - fine - but - not - to-play-softball-in.

Enlisted men (below pay grade E-8) are not permitted to possess civilian clothing on board ship, but are allowed to wear it on the base

at Hunter's Point, which offers any number of sports and other recreation programs.

The nearest commercial locker clubs—45 minutes by bus in downtown San Francisco,—were too far from Hunter's Point to make a change to civvies a simple matter.

Oriskany's executive officer, Commander Lloyd N. Hoover, usn, arranged to have 371 surplus lockers moved from NAS Moffett to an empty building at the shipyard.

Volunteers from the ship then spent some off-duty time setting up the *Oriskany* Locker Club, complete with washing machine, dryer, ironing board and television set.

Saigon River Patrol

River patrols by U. S. and Vietnamese naval units have been stepped up recently in an effort to stop increased Viet Cong infiltration of troops and supplies into Saigon.

The expanded patrols, covering natural barriers of the Saigon and Dong Nai rivers and their tributaries along the eastern and southern approaches to the city, are being conducted around the clock.

Units are comprised of U. S. river patrol boats (PBRs), Vietnamese Navy River Assault Groups (RAGs), Vietnamese Regional Force boat companies, and the Vietnamese Fleet Command. Expected to join the patrols were Vietnamese PBR crews who spent the summer undergoing training and shakedown cruises.

The waterways patrolled by U. S. PBRs, from River Section 551, have, in recent months, been used by the VC as a funnel for channeling supplies into the capital city from the east. As a result, numerous firefights



TOPS IN TOW—Rising to the test, fleet tug *USS Munsee* (ATF 107) takes *USS New Jersey* (BB 62) in tow during training exercises off coast of California.

have broken out, mostly at night.

"Many of us were in more than one firefight with Charlie before the second week of patrol passed," said Lieutenant Ralph Santi, a PBR section leader. "When he knows we are on the river, he pops up green flares to warn other VC. Then follows the real fireworks."

Much of the daylight PBR patrols are spent checking junk traffic on the Dong Nai. Crews probe suspect cargo with metal-sensitive sounding rods as they search for weapons and ammunition. Meanwhile, manifests, papers and ID cards are inspected.

Under the Vietnamese flag, two RAGs are operating closer to the city, on the Saigon River and the Kinh Te and Kinh Doi canals, along which they have set up mobile checkpoints. In addition, these groups have landed or supported

U. S. and Vietnamese troops in search of enemy forces reported south of Saigon.

The Regional Force boat companies patrolling in LCVPs—personnel landing craft vehicles—are also operating in the Saigon River. Their patrols are conducted in much the same manner as are U. S. Market Time and Game Warden patrols. River traffic is stopped and searched. IDs of occupants are checked.

In the event added firepower is needed, elements of the Vietnamese Navy's Fleet Command stand ready in the Saigon River shipping channel between the Dong Nai River and the city's docks.

All these units come under the operational control of the Capital Military District Assistance Command, an outgrowth of a general reorganization of forces in Saigon.

—Chan Cochran, RM3, USN.

RAGs AND PBRs—Vietnamese River Assault Group patrols in gunboat. *Rt*: Navy river patrol boat swings around.



Flatley Award Winners

The 1968 Admiral Flatley Memorial Award winners are *uss Saratoga* (CVA 60), *Bennington* (CVS 20) and *Iwo Jima* (LPH 2). The award is given each fiscal year for superior performance in aviation safety to one CVA, one CVS and one LPH.

Other nominees this year were *uss Constellation* (CVA 64), *Wasp* (CVS 18) and *Boxer* (LPH 4). *Forrestal* (CVA 59), *Hancock* (CVA 19), *Guam* (LPH 9), *Guadalcanal* (LPH 7) and *Princeton* (LPH 5) were ineligible for competition because of the limited number of landings recorded.

All Flatley Award nominees have outstanding safety records, so the final decision often involves other considerations as well. At times, for

example, one ship will have a near perfect record only to be edged out by another ship with an equally good record and more recorded landings.

When the Flatley Award winners were announced, CNO noted that there was a 33 per cent reduction in the carrier landing accident rate for fiscal year 1968 over the previous year.

Each of the Flatley Award winners received a trophy which will be retained on board for one year, then passed on to the 1969 victors. When the trophy is transferred, it is replaced by a replica and a citation from the Chief of Naval Operations.

Subic E&E Shops

The average home depends upon electricity to keep it running smoothly. But, more demanding of this

power source—even more than the most automatic of homes—are Navy ships.

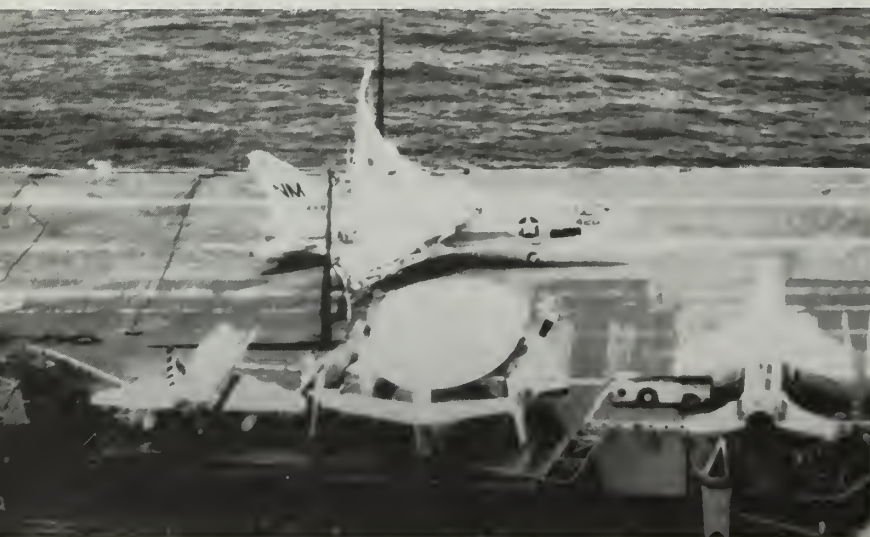
Electricity aboard ships lights the spaces where work is done. It lights recognition beams on masts. It powers radar, powers sonar, and gives life to the computerized tracking devices that govern both a ship's defense and strike capability. It is the basis of radio communications, perhaps the most necessary factor of a ship's flexibility.

Without electricity, a ship, in every sense of the word, is dead.

Whenever a 7th Fleet ship suffers a major electrical breakdown, therapy is usually administered at the Subic Bay Naval Base by a corps of 550 technicians who make up the Ship Repair Facility Electrical and Electronics (E & E) Group.



HOME SAFE—*Crusader* with stuck landing gear makes barricade arrested landing aboard *Ticonderoga* (CVA 14).



At this primary support center for 7th Fleet units operating in Southeast Asia, about 215 U. S. ships each month require virtually every type of clinical repair and maintenance imaginable. Many of the ills are electrical or electronic in nature and are handled by the respective department within the E & E Group—Shop 51 for electrical problems, and Shop 67 for electronic troubles.

One recent job involved the main service generator aboard a guided missile destroyer.

The two-ton piece of gear, that served as the ship's primary electrical power source, burned out and had to be replaced. Its size and position aboard made it necessary to cut an access hole in the ship's side. Repairmen took out the damaged machinery, installed and tested a new

generator, and resealed the ship's hull.

Although the working spaces were cramped, and the critically stressed hull steel made the work tough and exacting, the E & E Group technicians completed the task in less than a week.

Another big job was the refitting of an LST.

While the ship was operating in the Tonkin Gulf, an engine cooling intake valve ruptured, causing 36 feet of flooding in engineering spaces. All electrical and mechanical equipment, such as electric motors, wiring systems, switches, in the flooded area was fouled. But, with the help of the rest of the Ship Repair Facility, the E & E Group put the ship back on the line in 24 days.

Speed and quality are the working

bywords of the electricians and technicians who put in 13 days' work before taking a day off. Their workday usually lasts 12 hours which they punch on an average of three weeks a month. These long hours are necessary because the Fleet's ships can't afford to be tied up.

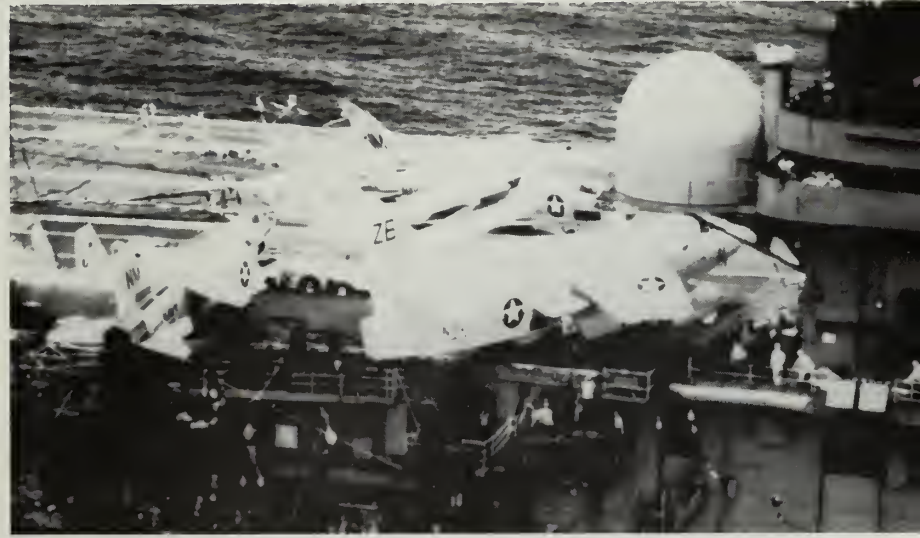
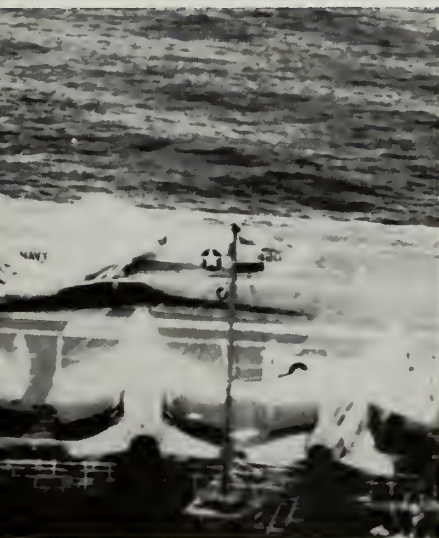
While tall orders like those of the DDC and LST are frequent, they by no means make up the bulk of the E & E jobs.

Shop 51, for instance, wound 4900 electric motors and generators of all sizes, using close to 15 tons of copper wiring in the process. In addition to the rewindings, the shop handles electric battery maintenance and electroplating chores, gyro compass repair and calibration, and mobile radio repair.

Shop 67, on the other hand, is



SEQUENCE photos of LT Richard Nelson's landing taken by LT Wm. Kocar, flying a photo reconnaissance plane.

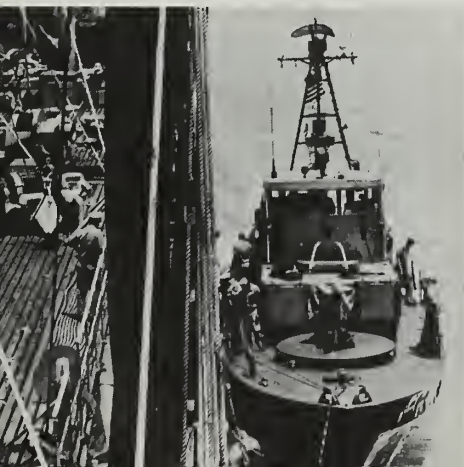




FOR SAVING CHILD—Dona L. Kerr, ENS, is presented the Navy Commendation Medal by CAPT E. F. Higgins, Jr., for saving a small child from choking.

taxed with the care of everything from periscopes and gunsights in the optical shop, to teletypes and adding machines in the main electronics work area. Shipboard timing systems and clocks are also checked and renovated in the shop's watch repair section, while electronic instruments are rebuilt and calibrated, and test meters and gauges are examined in the precision fabrication divisions of the department. The shop, in addition, handles the testing of highly technical navigation and fire control equipment whose accuracies are measured in microseconds.

SMALL CUSTOMER — USS *Chipola* passes fuel and water to Coast Guard cutter *Point Caution* in Tonkin Gulf.



The entire E & E outfit, housed in a specially designed building on Subic's Rivera Point waterfront, is considered by the Group to be the "most modern electrical plant in WestPac — maybe even the finest west of the Mississippi." Few, if any, 7th Fleet ships will argue with this claim.

—Tim Leigh, JO2, USN.

Fuel for the Big and Little

The Fleet oiler *uss Chipola* (AO 63) has a motto which goes "Mobility, Service Support — Anytime, Anywhere." *Chipola's* crew is considering adding another phrase — "For Any Size."

During *Chipola's* recent swing along the South Vietnamese coast and into the Tonkin Gulf, the U. S. Coast Guard cutter *Point Caution* came alongside with requirements for 600 gallons of JP-5 jet fuel for her engines, and 100 gallons of water. *Chipola* obliged, and added some ice cream for the cutter's crew.

While the 82-foot cutter was being refueled and watered, one of *Chipola's* crewmen went aboard and washed her windshield.

Three days later, after traveling 750 miles and refueling 22 ships, the oiler prepared to refuel her next customer, the attack carrier *uss America* (CVA 66). The 1040-foot *America*

required 750,000 gallons of JP-5, and 250,000 gallons of fuel oil. The carrier received her fuel at rates of over 6000 gallons a minute for JP-5 and over 5000 gallons a minute for fuel oil. The replenishment lasted almost three hours. *America* washed her own windshield.

Welcome Home

Navy bands in Pacific and Atlantic home ports have been sharpening up their "Happy Days Are Here Again" in recent months, as ships and crews returned to berth after deployment.

Returning to Pacific coast welcome home ceremonies were the crews of:

- The destroyers *uss Henry B. Wilson* (DDG 7) and *Mullany* (DD 528), to San Diego after duty in WestPac.

During her deployment with the Seventh Fleet, *Henry B. Wilson* fired over 13,500 five-inch shells at enemy targets. She ranged the coastal waters of North and South Vietnam, destroying or damaging numerous enemy artillery sites, waterborne logistics craft, troop concentrations, military storage facilities and truck parks, fortifications and bunkers. The guided missile destroyer was hit by North Vietnamese shore fire, but made temporary repairs at sea and remained in action to complete her mission.

Mullany spent five and one-half months in the Western Pacific, most of it off the coast of Vietnam. Her missions included firing on enemy targets such as ammunition dumps, staging areas, rocket sites and enemy troop concentrations; and serving as aircraft carrier escort.

Both ships participated in Operation Longex, a four-nation maritime exercise involving ships, aircraft and submarines of the U. S., New Zealand, Australian and British navies.

- The attack transport *uss Cavalier* (APA 37), to San Diego after eight months in the Western Pacific.

The ship carried tons of cargo in and out of South Vietnam, and participated in two major amphibious exercises.

Off the coast of South Korea, *Cavalier* served as the attack transport for over 1000 South Korean Marines, and furnished landing craft and personnel for the training of over 200 Korean Navy personnel in

the handling of assault craft during amphibious landings.

She also served as flagship for the Commander of the Amphibious Task Force and the Commander of the Landing Force in Taiwan during an exercise off the coast of Nationalist China.

During the exercise *Cavalier* steamed to Makung in the Pescadores Islands off Taiwan to pick up units of the Chinese First Marine Division who were to be embarked for landings near Kaohsiung. *Cavalier* became the largest U. S. ship to call at Makung since World War II. Her keel cleared the muddy bottom of the small harbor by only six feet in some places.

- The amphibious assault carrier *uss Valley Forge* (LPH 8), to her Long Beach home port after a nine-month deployment to WestPac.

As flagship for the Seventh Fleet's Amphibious Ready Group Bravo, *Valley Forge* spent most of her deployment in the northern coastal waters of Vietnam, while participating in six major operations. *Valley Forge* was engaged in Operation Fortress Ridge, Operation Badger Tooth, Badger Catch I, II, and III, and Operation Swift Saber.

In addition to serving as an operating base for the Marine Special Landing Force, *Valley Forge* played a major role as a medical evacuation ship during combat operations, handling 1163 patients during the deployment.

- Three San Diego-based destroyer-types, *uss Buchanan* (DDG 14), *Uhlmann* (DD 687) and *Floyd B. Parks* (DD 884).

The guided missile destroyer *Buchanan* was primarily engaged in Operation Sea Dragon, the interdiction activity, but her duties also included gunfire support for allied forces. She shelled surface-to-air missile sites, ammunition storage areas, enemy staging areas, and other military targets ashore.

Uhlmann and *Floyd B. Parks* were also kept busy with gunfire support missions. *Uhlmann* gained particular respect during this tour by employing a method of gun control whereby two targets were brought under fire simultaneously.

The two ships also accompanied aircraft carriers, protecting them from possible attack and acting as plane guards.

- The attack carrier *uss Ticonderoga* (CVA 14), to San Diego after



What Is It?

PUSH BOAT from Subic's Ship Repair Facility maneuvers minesweeper USS Guide (MSO 447) past the wing gate of a drydock.

seven and one-half months in West-Pac.

During her deployment, *Tico* made more than 16,500 catapult shots from her flight deck. She twice launched more than 170 aircraft in one day, and on one occasion launched 20 A-4 *Skyhawks* in seven minutes, 55 seconds, an average of one every 24 seconds.

Destroyed or damaged by *Tico* pilots during her tour were 107 communist trucks, 119 bridges, 424 barges, 28 radar sites, 101 anti-aircraft artillery sites, 14 ferries, 80 bunkers, 26 rocket and mortar positions, and seven surface-to-air missile sites.

Ticonderoga spent 183 days at sea during the deployment, steamed over 77,000 miles, and replenished 147 times, averaging an hour and 30

minutes a day alongside the replenishment ships.

Most of the carrier's tour was spent on Yankee Station off the coast of North Vietnam.

- The nine ships of Destroyer Squadron Nine returned to Long Beach after two years of service in the Western Pacific, where they were homeported at an overseas base.

The destroyers are *uss Reeves* (DLG 24), *Mansfield* (DD 728), *Theodore E. Chandler* (DD 717), *DeHaven* (DD 727), *Collett* (DD 730), *Blue* (DD 744), *Hollister* (DD 788), *Ozbourn* (DD 846), and *Higbee* (DD 806).

Returning to Atlantic coast home ports were:

- The antisubmarine warfare carrier *uss Essex* (CVS 9), to Quonset Point, R. I., after a four-month de-

IGLOO AIRMAIL—Truck with special ramp unloads igloo containers from airliner at Da Nang. Mail for Navy men in area fills two five-ton trucks each run.



ployment to the Mediterranean and Northern Europe.

The training and goodwill cruise took the carrier nearly 23,000 miles and to six countries. She visited Naples, Italy; Golfe Juan, France; Valletta, Malta; Rotterdam, The Netherlands; Portsmouth, England; and Hamburg, Germany.

• The tank landing ship *uss Walworth County* (LST 1164), after a five-month deployment to the Mediterranean. *Walworth County* was engaged in several Sixth Fleet amphibious operations and participated in four amphibious landings. Her liberty ports included Rota, Spain; Toulon, France; and Naples and La Spezia, Italy.

• The Norfolk-based destroyer *uss DuPont* (DD 941), following a six-month tour of duty in the Gulf of Tonkin.

DuPont spent more than 75 days on the Vietnam gunline providing naval gunfire support for various U. S. and allied operations in the Northern I Corps Zone of South Vietnam. She poured over 20,000 rounds from her 5-inch guns on targets in North and South Vietnam.

Primarily in response to calls for fire from the Third Marine Division and 12th Marine Regiment at Gio Linh, *DuPont* compiled a large list of enemy positions damaged or destroyed. Targets hit included North Vietnamese artillery sites and infil-

tration routes, Viet Cong and North Vietnamese troop concentrations and storage areas, and numerous other enemy positions.

Her coverage resulted in 354 buildings damaged or destroyed, 22 known enemy troops killed in action, 43 secondary explosions, and innumerable artillery sites silenced and troops dispersed.

On several firing missions *DuPont* found herself the target of North Vietnamese guns. Once, enemy gunners zeroed in on an accompanying sister ship, *uss Robison* (DDG 12). *DuPont* immediately commenced fire on the enemy shore batteries. As *Robison* maneuvered to seaward, the North Vietnamese guns shifted heavy fire to *DuPont*, scoring one hit. One man was killed and eight others wounded.

• Six Norfolk-based amphibious ships, after a four-and-one-half-month deployment to the Mediterranean.

The ships are the attack transports *uss Cambria* (APA 36) and *Rockbridge* (APA 228), the attack cargo ship *Uvalde* (AKA 88), the dock landing ships *Casa Grande* (LSD 13) and *Shadwell* (LSD 15), and the tank landing ship *Terrebonne Parish* (LST 1156).

During the deployment, the ships participated in three amphibious exercises, the Sixth Fleet Anniversary Parade, and conducted port visits to Malta, Turkey, France, and Italy.

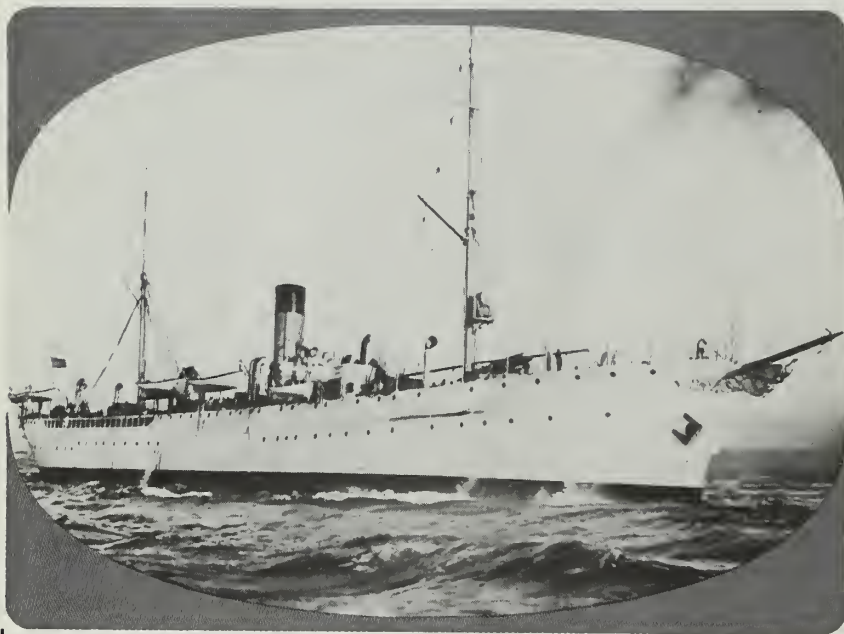
• The Destroyer Division 42 ships *uss Cone* (DD 866), *Dewey* (DLG 14), *James C. Owens* (DD 776), and *Johnston* (DD 821), following a seven-month deployment to West-Pac.

While in Vietnamese waters, DesDiv 42 ships fired 31,000 rounds of ammunition in naval gunfire support missions. Gun damage assessment by spotters totaled 135 bunkers and fortifications destroyed, more than 468 structures destroyed or damaged, five sampans sunk, three bridges damaged and miles of supply and escape routes interdicted.

Dewey is homeported in Norfolk, the remainder of DesDiv 42 in Charleston.

On His Way Up

Chances for advancement in rating or promotion to an officer grade probably are the same at NAS Atsugi, Japan, as almost any place else in the Navy. However, at least one



NAVY'S PHOTO ALBUM

USS RAINBOW, an early submarine tender, was purchased by the United States during the Spanish-American War. Formerly a merchant ship constructed at Sunderland, England, *Rainbow* was 351 feet, 10 inches long and 41 feet wide at the beam. She carried 299 crewmembers and registered a speed of 12 knots. After being fitted out at New York, she was transferred to the Asiatic Fleet following commissioning ceremonies on 2 Dec 1901. She remained in those waters for 12 years making port calls and protecting U. S. interests against periodic turmoil in that part of the world. A highlight of her career came in late fall of 1907 when she carried then Secretary of War (later 27th President) William Howard Taft on a goodwill tour to Vladivostok, Siberia (USSR). *Rainbow* was placed out of commission in 1914, but then recommissioned in reserve as a receiving ship at San Francisco in 1916. Her final commissioned service began in 1918 and extended to 11 Jul 1925 during which time she operated as a convoy ship, transport vessel and mother ship for submarines in the area of the Philippines. The sleek looking *Rainbow* was decommissioned for the last time in 1928 at the Philadelphia Navy Yard.

Navyman finds this hard to believe.

Ensign Henrik V. Petersen first reported to Atsugi as a seaman in June 1961. During the next seven years he advanced to 1st Class, and last August received a commission in the Medical Service Corps.

ENS Petersen served at Atsugi until April 1963, then returned for a second tour in August 1964. He found the atmosphere conducive to study.

After receiving thumbs up from an officer candidate interview board, he took exams which included the Officer Selection Battery plus a professional examination geared to medical administration and naval orientation. He scored high on both, and his record went before a selection board in Washington, D. C.

Before the board adjourned, Petersen was one of 30 primary candidates picked for commissions. There had been 430 under consideration.

The ensign's promotion history is part of the testimony to his man-on-the-way-up status. He is a recognized good guy.

A native of Denmark, ENS Petersen first set foot on American soil in March 1958. He received a Freedoms Foundation award in 1966, was "Man of the Quarter" in NAS Atsugi's medical department earlier this year, and made the honor roll of the University of Maryland extension program at Camp Zama. In Atsugi last March, he was recognized as "Outstanding Young Man of America."

NX Opening in Lone Star State

The opening of a Navy exchange isn't necessarily unusual but—Texas style, and with cowgirls?



FIRST INSPECTION

The exchange replaced a facility which had been serving NAS Dallas for the past 27 years.

The new building has 14,000 square feet of floor space—more than four times that of the original exchange—and its decor and merchandise compare favorably with the downtown stores.

Cowgirls and other Texas hijinx notwithstanding, the exchange was opened in true nautical style by none other than David Crockett, Captain, USN.

Good Day for Groundbreaking

It was a brisk 40 degrees Fahrenheit, more or less, typical of early

September in Keflavik, Iceland. Captain Ralph W. Hart, Commanding Officer of the U. S. Naval Station, found it ideal for the groundbreaking which started construction of 140 new base housing units.

CAPT Hart removed his bridge coat, took a shovel from an aide, and with ah-one, ah-two, ah-three-count motion, dug a hole that by next November will be covered by one of seven 2- and 3-story buildings.

The new units will accommodate 44 officer and 96 enlisted families. They will be constructed of reinforced and precast concrete, and will be topped with wood frame roofs.

They will be well-heated.

TEXAS STYLE—Henry Daboub, AET2, receives door prize ticket as NAS Dallas Navy exchange holds grand opening.



THE BULLETIN BOARD

30,000 Naval Reservists to Get Early Release from Active Duty

THE EARLY RELEASE of "two-by-six" Naval Reservists from active duty will mean a saving of approximately \$48 million to the Navy.

Normally, Reservists in the two-by-six program serve two years on active duty during a six-year enlistment in the Naval Reserve. However, some 30,000 Reservists are being released to inactive duty from six months to one year early under authorization of AlNav 47. The action is part of the Navy's effort to reduce spending in fiscal year 1969 in accordance with the Revenue and Expenditure Control Act of 1968.

On 1 October the Navy began releasing eligible Reservists who had completed 18 months of active duty. In November, those who had completed 15 months of active duty were scheduled for release. By 31 December, eligible men who have completed 12 months' active duty will be released.

Because of the need for personnel in some areas and skills, and the costs involved in transportation and replacement of individuals who are overseas, the early-out policy will not immediately apply to all Reservists on active duty. The exceptions in-

clude the following individuals:

- Reservists not included in the two-by-six category.
- Those attached to units of the Sixth and Seventh Fleets or deploying with such units before completing the time-on-active-duty requirements for early release.
- Reservists in a medical status, or disciplinary status.
- Those serving in-country in the Republic of Vietnam.
- Individuals with an active duty agreement of more than two years.
- Men who enlist in the Regular Navy.
- Reservists in the hospital corpsman rating.

Those Reservists who would otherwise have been eligible and who completed the time-on-active-duty requirements for early release between 1 October and 31 December—but who were assigned to Sixth or Seventh Fleet units; in a medical or disciplinary status; or in-country in Vietnam at the time—will be released when they complete such service.

Except for these instances, plans for other releases after 31 December had not been announced when this issue went to press.

About two-thirds of the Reservists being released early are in the non-rated category.

The individuals who are released in this action will be subject to recall only under the same circumstances as those two-by-six Reservists who have completed their two years of active duty. They will also be eligible for whatever veterans' rights and benefits they have earned on active duty.

The program will result in a decrease of the Navy's enlisted strength to about 660,000 by the end of December. However, the total is expected to increase gradually to the authorized level of 688,297 by the end of the fiscal year.

Paging Doctor Tracy, Paging Chief Tracy

When his friends write a letter to Senior Chief Hospital Corpsman Keith M. Tracy, they can now use the salutation "Dr. Tracy"—and mean it.

Chief Tracy recently received his Ph.D. in Educational Administration from the University of Utah. (See inside front cover.)

As a result of his scholastic achievement while serving on active duty in the Navy and studying part-time at Utah for his Master of Science degree, the University had offered him a fellowship to study for his doctorate. He earned his doctorate, also in an active duty status, while assigned to the University's Naval Science Department.

Chief Tracy's outstanding scholastic record is all the more remarkable when one considers that he had no high school diploma when he entered the Navy during World War II.

He was born in Peoria, Ill., in 1926, and was graduated from Peoria Central High School while on active duty in June 1944.

A veteran of 16 years' naval service, he first served aboard a carrier with an air group, then was trained in underwater demolition. He subsequently joined UDT Team

24, and later Team 21 during Pacific engagements. At the end of World War II, he was with Team 24, with the Third Fleet in Tokyo Bay. He returned home in June 1946. At this time he was discharged from the Navy, and earned his first degree at the University of Delaware, studying under the G.I. Bill.

Returning to the Navy in January 1954, he again served with UDT teams and in a variety of ships and stations, and attended several naval schools, culminating in assignments as an Independent Duty Medical Department Representative aboard three submarines.

When he was ordered ashore to the 21st Rifle Company, U. S. Marine Corps Reserve, Ft. Douglas, Utah, as Medical Department Representative, he began postgraduate work and majored in Education Administration. He received his M. S. Degree from the University of Utah in August 1966.

His doctoral dissertation covered the Selective Service history and status of men in the state of Utah.

Chief/Dr. Tracy is probably the only CPO on active duty with this dual title. The Navy is planning to utilize his training in the field of educational administration.

Eligibility for VRB as NESEP Student Varies With Circumstances

You are not eligible for a variable reenlistment bonus if you apply for the Navy Enlisted Scientific Education Program and then reenlist solely for the purpose of meeting NESEP obligated service requirements.

However, under certain circumstances, you may extend your enlistment for NESEP and continue to draw VRB installments that were part of your current enlistment contract.

This distinction with regard to VRB entitlement might be misunderstood by NESEP applicants.

Program coordinators in BuPers explain that if you are selected for NESEP, you must have a six-year obligation before you enter college. You either reenlist in the Regular Navy for six years, or, if you have two or more years remaining on your current contract, you may extend your enlistment up to four years.

- If you reenlist at completion of NESEP prep school, you are not entitled to a VRB because you are reenlisting for NESEP, not for service in a rating on which a VRB is based.

- If you extend to meet NESEP obligated service, you may continue to receive any annual VRB installments the Navy owes you under portions of your current contract. It is assumed the VRB was one of the reasons you reenlisted under that contract. Of course, you would not receive a VRB for the period of the extension.

Here are some other relevant points:

- If you reenlist after you apply but before you are selected for NESEP, any VRB will be held in abeyance. If it turns out you are not selected for NESEP, you draw the VRB if otherwise eligible.

- You may extend your enlistment for as many as four years to meet NESEP obligated service requirements.

- A VRB may not be paid for an extension required to meet an initial obligated service requirement for prep school. (You attend prep school before you are finally selected for a NESEP college. You must have sufficient obligated service to complete at least one year of active duty following prep school.)

- A VRB may not be paid for an

About Those Extra Copies of the Educational Issue You Were Asking For . . .

What do you need to know about educational opportunities in the Navy?

If you're an educational services officer, you need to know just about everything there is to know about this subject. If you are a career counselor, you have to sell it. If you are ready to leave the service, you'll want to know about veterans' educational benefits. Or, if you are a Navyman who wants to get ahead, there's much you need to know about education in the Navy.

We've got the educational facts for you.

Because of the demand from the Fleet, the special issue of ALL HANDS concerning educational opportunities in the Navy (December 1967) has been reprinted, and copies are now available.

Educational services officers, career counselors, recruiters, and those involved in Project Transition may order copies for their command or activity by submitting a MilStrip Requisition (DD Form 1348) to Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120.

The correct identification to be used in ordering additional copies of the reprint is: Cog I Stock No. 0506-038-2000.

Individuals who desire personal copies should see their educational services officer. NOTE: Do not submit requests to ALL HANDS. The reprints are NOT available from ALL HANDS magazine's editorial office.

For those of you who did not see the December 1967 issue of ALL HANDS, here is a list of the articles it contains:

- *The A, B, C's of Navy Knowledge: BuPers and Functional Schools*
- *Sea School—A Sampling (activities of the educational services office)*
- *Here's How to Be a STAR in the Navy (Selective Training and Retention Program)*
- *PACE-Setters — Navy's Floating Colleges (Program for Afloat College Education)*
- *NESEP: A Scientific College Education through the Navy*
- *Learn a Language — On-the-job (Schools, Courses and Texts Available)*
- *Instructors for Hire*
- *GED — What Do You Know?*
- *Junior College, Via ADCOP (Associate Degree Completion Program)*
- *Financing Your Education: Tuition Aid and the Cold War G. I. Bill*
- *Enlisted Correspondence Courses — Self-Study Program*
- *USAFI At Your Service*
- *Have You Checked the SCORE Program? (Selective Conversion and Retention Program)*
- *Books: For Pleasure and Knowledge (Navy Libraries Afloat and Ashore)*
- *The Great Opportunity: The Naval Academy*
- *NROTC: College and a Commission*
- *Correspondence Courses for Naval Officers*
- *OCS: School for New Naval Officers*
- *NPGS: Postgraduate School*
- *The Naval War College*
- *Additional Opportunities for Senior Officers — 'Think Tanks'*
- *Naval Officers Study in Foreign Institutions*
- *Where to Look for Information on Education (a list of references)*

extension required after the second year of college. (After your second year in school, you must agree to extend for two additional years, thus retaining a six-year obligation.)

These same general provisions on VRB entitlement are written into most enlisted-to-commission pro-

grams. Therefore, if you serve in a rating to which a VRB is payable, keep them in mind when you apply for any program such as NESEP.

Additional details on NESEP are contained in BuPers Inst. 1510.69 series (and in ALL HANDS issues of August and September 1968).

Revision in Pro Pay Program

FORTY-FIVE critical NEC code skills now are higher on the list of proficiency pay award levels after an amendment to the basic pro pay directive.

As announced in BuPers Notice 1430 (26 Aug 1968), 39 pro pay skills in 10 ratings have been advanced from monthly awards of P-2 \$75 to P-3 \$100, and six skills in four ratings from P-1 \$50 to P-2 \$75. The higher amounts were effective 1 Sep 1968.

In another special pay category, BuPers Notice 1133 (26 Aug 1968) announced that career manning levels have gone over 100 per cent in the missile technician rating and in nine skill categories of the hospital corpsman rating. Therefore, the MT rating and nine HM skills must be removed from the list of those eligible for a variable reenlistment bonus, contained in BuPers Inst. 1133.18 series.

The VRB change takes effect 1 Jan 1969. In the meantime, a variable bonus may not be paid to those in the MT rating and HM skills who seek early discharge with a view toward immediate reenlistment to beat the 1 January cutoff.

The HM skills being removed from the eligible list are: NEC 8404, Medical Field Service Technician; 8405, Advanced General Service Technician; 8409, Aviation Physiology Technician; 8413, Tissue Culture Technician; 8417, Clinical Laboratory Technician; 8483, Operating Room Technician; 8484, Eye, Ear, Nose and Throat Technician; 8488, Orthopedic Appliance Technician; 8489, Orthopedic Cast Room Technician.

Meanwhile, the pro pay amendment was good news for those who now receive an extra \$25 monthly. (A list of pro pay skills begins in the box at right.) With the exception of the 45 higher award levels announced in the BuPers notice, the program is the same as the fiscal 1969 version described in BuPers Inst. 1430.12H.

To review, pro pay is career incentive pay awarded (in addition to basic pay) to those in ratings and skills in which large amounts of Navy training money have been invested, and in which shortages exist.

Most awards are in the Specialty Pay category, based on NEC code skills. Those in designated critical skills who are otherwise eligible and recommended may draw monthly awards of P-1 \$50, P-2 \$75 or P-3 \$100.

A second pro pay category, Superior Performance, permits awards of \$30 monthly under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Source ratings for Specialty Pay do not in themselves qualify Navy-men for pro pay. Certain NECs have more than one eligible source rating, and if you are in one of these, you establish pro pay eligibility by serving in a billet identified with the corresponding authorized NEC.

In the listing which follows, some NECs are listed as three digits, followed by "X", such as 031X, or are listed as two digits, followed by "XX", such as 16XX.

If your rating series NEC begins with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

Here, then, are ratings and NEC codes eligible for pro pay (Specialty) under the fiscal 1969 program, as modified by BuPers Notice 1430 (26 Aug 1968). Note that rating conversion codes ending with "99" are not authorized for Specialty Pay. Applicable NEC codes are marked with one asterisk.

Two asterisks designate NECs ST-0417, 0418 and 0419, which were disestablished on 1 Jul 1968. Until appropriate billets are recoded, men who have NECs ST-0452, 0453 or 0454, may fill the billets and draw pro pay.

Three asterisks show NEC ST-047X, also disestablished on 1 July. Until these billets are recoded, NEC ST-043X personnel may work the billets and draw the pro pay if otherwise eligible.

P-1 \$50	
Rating	Skill
AV	Avionics Technician
AQ	Aviation Fire Control Technician
AT	Aviation Electronics Technician
FT	Fire Control Technician
GMT	Gunner's Mote Technician
MT	Missile Technician
ST	Sonar Technician

NEC Code	Eligible Ratings
RD-031X (Less 0312)	RD
TM-0718	TM
RM-234X	RM, CT
*RM-239X	RM
IC-4722	IC, EM
IC-4724	IC

P-2 \$75	
Rating	Skill
AX	Aviation Antisubmarine Warfare Technician
AV	Avionics Technician (Former AX personnel only)
AW	Aviation Antisubmarine Warfare Operator
DS	Dato Systems Technician
ET	Electronics Technician

NEC Code	Eligible Ratings
RD-0318	RD
RD-0319	RD
RD-0333	RD, AT
RD-0335	RD
ST-0424	ST
ST-0426	ST
***ST-043X/ST-047X	ST
ST-048X	ST
*ST-049X	ST
TM-0721	TM
TM-0745	TM
GM-0873	GM
GM-0891	GM
GM-098X	GM
*GM-099X	GM
FT-111X (Less 1114, 1117)	FT
FT-1126	FT
FT-1128	FT
FT-1135	FT
FT-114X (Less 1146)	FT
FT-116X	FT
FT-117X	FT
FT-118X	FT
*FT-119X	FT
ET-154X	ET, RM, CT, AT
RM-2314	RM, CT
RM-2315	RM, CT
RM-2333	RM
RM-2392	RM
RM-2393	RM
CT-2401	CT
CT-2403	CT
CT-2405	CT
CT-2406	CT
DP-272X	DP
DP-277X	DP

ADCOP Offers Junior College

334X	TM
3391	CE, EO, CM, SW, UT, HM
EN-4356	EN, MM
IC-4737	IC
AQ-794X	AQ
AQ-796X	AQ, AT
AQ-7973	AQ, AT
8394	EN, ET, AT, AD

P-3 \$100

NEC Code Eligible Ratings

ST-0423	ST
ST-0427	ST
**ST-0452/ST-0417	ST
**ST-0453/ST-0418	ST
**ST-0454/ST-0419	ST
ST-0471	ST
ST-0474	ST
ST-0475	ST
ST-0476	ST
ST-0478	ST
ST-0479	ST
ST-048X (Less 0487, 0489)	ST
*ST-049X (Less 0494, 0495)	ST
TM-0719	TM, MT
TM-0746	TM
TM-0747	TM
TM-0748	TM
TM-0749	TM
GM-0984	GM
FT-1119	FT
FT-1137	FT
FT-1139	FT
FT-1144	FT
FT-115X	FT
FT-1164	FT
FT-1172	FT
FT-1173	FT
FT-1175	FT
FT-1192	FT
FT-1193	FT
MT-1317	MT, ET, FT, IC
1539	ET, RM, CT
1541	ET, RM, CT, AT
1542	ET, RM, CT, AT
1545	ET, RM, CT, AT
1548	ET, RM, CT, AT
*DS-16XX	DS
DP-2721	DP
DP-2722	DP
DP-2725	DP
DP-2726	DP
DP-2727	DP
330X	FT
331X	MT
332X	ET
333X	ET
335X (Less 3359)	EN, EM, ET, IC
338X (Less 3389)	BT, EM, EN, ET, IC, MM
AQ-7961	AQ, AT
AQ-7962	AQ, AT
AQ-7963	AQ, AT
AQ-7964	AQ, AT
AQ-7971	AQ, AT
AQ-7972	AQ, AT

IN RECENT YEARS, the Navy has put considerable effort into making an enlisted Navy career more attractive. One of the more tangible results of this effort is the Associate Degree Completion Program, or ADCOP.

ADCOP offers the opportunity for highly motivated career petty officers to enroll in junior college, and often an associate of science-arts degree in various vocational and technical fields.

The fiscal year 1969 ADCOP class will consist of 120 students. Plans are to increase this number in future years.

To qualify for ADCOP, you must be a petty officer second class or above, in the Regular Navy, and have completed at least one regular enlistment. You also must have completed at least seven years of continuous active naval service as of 1 November of the fiscal year for which you apply. That is, as of 1 Nov 1969 for ADCOP classes commencing in September 1969 and February 1970.

Also as of 1 November, you must not have any remaining service obligation which was contracted under an enlistment incentive program such as STAR, SCORE, School assignment or Nuclear Power Training.

You must be a graduate of an accredited high school, or have completed three years of high school and possess a GED equivalency certificate or diploma issued by a state department of education or an authorized high school. Your average score for all the GED test areas must be in the upper 50th percentile.

Additional education must include one of the following:

- Navy class A and B schools, or
- At least 12 transferable college credits (preferably earned through in-service programs such as PACE, USAFI, Tuition Aid, In-Service GI Bill), or
- A combination of Navy class A, B or C schools totaling at least 24 weeks of classroom training, or
- Navy class A school, plus at least six transferable college credits, or
- Navy class B school, plus at least six transferable college credits.

Note that a college level general examination cannot be substituted for college credits. However, if you have passed this examination in addition to meeting the above educational requirements, this will be weighed along with other criteria during the selection process.

To be eligible for ADCOP consideration, you must have no court-martial conviction, civil court conviction for any offense other than minor traffic violations, or more than two nonjudicial punishments during the two years before the date of your application. You must maintain this record up through entrance into ADCOP and while at the junior college. Failure to do so will result in disenrollment.

You must be a citizen of the United States.

You may be married or single (both men and women are eligible).

There is no minimum age requirement. However, you must not be more than 39 years old as of 1 November of the fiscal year for which you apply.

Applications for ADCOP must be completed and forwarded via your commanding officer to the Chief of Naval Personnel (Pers-B2212) to arrive by 31 March.

The ADCOP selection board will convene annually in May to consider the applicants for entrance into the program in the coming fiscal year. The list of selectees will be published in a BuPers Notice during June. Selectees will not normally be given a choice of class convening dates, unless urgent conditions exist which would require special attention. The choice of college indicated by each selectee in his ADCOP application will receive every consideration, but assignment to a preferred college cannot be guaranteed.

Selection of ADCOP students is based upon information contained in the application, and the applicant's Bureau-held duplicate service jacket. When the selection process is completed, applications will be filed in the individual's duplicate service jacket.

The Chief of Naval Personnel will notify candidates of their selection by letter. Before transfer to the pros-

pective junior college, each ADCOP student must reenlist or extend his enlistment to have at least six years of obligated service from 1 September or 1 February, depending on his class convening date.

Selectees will matriculate in September and February of each fiscal year. The three colleges now participating in the ADCOP program are Mount San Antonio College, Walnut, Calif.; Palomar College, San Marcos, Calif.; and Pensacola Junior College, Pensacola, Fla.

At the discretion of the individual colleges, ADCOP students may be accorded advanced standing when they enroll. Advanced standing would be based on accreditation of Navy A, B or C schooling as college work, or on transferable college credits.

As in other Navy college programs, ADCOP students attend school year-round, including summer months. For this reason, and because of possible advanced standing, ADCOP students usually complete the requirements for the associate degree in less than two years.

A Navy representative at each junior college, along with the college's counseling staff, will help ADCOP students plan courses and arrange for transfer of prior college credits. A student must pursue a field of study which is closely related to his rating, and which will improve his proficiency in that rating. Typical areas of concentration are engineering, applied mechanics, drafting, electronics, data processing, business administration, industrial management, marketing, purchasing, medical and dental.

ADCOP selectees are ordered to school on a permanent change-of-station basis, and report to a local Navy command for military administrative purposes before registering. Provision is made for dependent travel. Students receive full pay and allowances for shore duty, and are permitted to compete for advancement in rating. They are not, however, eligible for proficiency pay.

All educational expenses are paid by the Navy, but subsistence and housing costs are paid by the student from his salary and allowances. College housing may be available, according to each college's policy.

Students are under the military

control of the local Navy activity but no military duties will be assigned to them. Petty officers are permitted to wear appropriate civilian attire to class, but must wear their uniform one schoolday a week. Except for emergencies, leave will not be granted during the academic year. There is, however, ample respite from academic demands provided in the form of liberty on normal holiday vacations and semester breaks, and leave may be taken during these periods if desired.

Petty officers selected for ADCOP must obligate for at least six years of active service from 1 September or 1 February of the year for which selected, depending on which month they enter school. This obligated service is incurred in exchange for the opportunity to pursue the associate degree. There is no relationship between the amount of obligated service required, and the number of months of actual attendance at school. The junior college will be attended during the first year to two years of the six-year obligation. In cases where Fleet Reserve transfer eligibility would occur during the six years of obligated service, students must agree to remain on active duty for the full six-year period.

Personnel who have executed extension agreements for ADCOP and are disenrolled from junior college will be required to serve all or part of the extension, in accordance with the provisions of the *BuPers Manual* and the *Transfer Manual*.

Since ADCOP is specifically intended as an enhancement of the enlisted career, petty officers who

Melville C. Murray, LCDR, USNR



"Oh, that's Miss Lisowski, the office secretary. She's a GS-38 . . . I mean 3."

are selected for the warrant officer program, or for any program leading to commissioned status, will become ineligible for ADCOP, and will not be considered by the ADCOP selection board.

It should be noted that successful completion of junior college under this program would increase one's chances of selection in subsequent application for officer programs.

Graduates of ADCOP junior colleges will be assigned to duty which is consistent with past duty assignments and previous training. The time spent in ADCOP junior college is considered neutral time for sea-shore rotation purposes. Personnel Seavey eligible before ADCOP enrollment maintain their Seavey eligibility.

For more information on the ADCOP program, see BuPers Inst. 1510.107.

Dolphin Scholarships

College-bound children of U. S. Navy submariners have, since 1960, benefited from the Dolphin Scholarship Foundation awards and this year was no exception. Ten high school graduates received \$700 Dolphin scholarships which could be applied to student expenses at any accredited college or university the recipient chooses.

To be eligible, candidates must be sons or daughters (natural, adopted or stepchildren) of members or former members of the submarine forces, living or deceased, who have: (1) qualified in submarines; (2) served in the submarine force for at least five years after qualification; or (3) served in submarine support activities for a minimum of six years (submarine bases, submarine tenders, submarine rescue vessels). This scholarship is supported by submariners' contributions as well as those by other individuals, women's organizations and business firms.

This year's winners were chosen by a board of Reserve officers who are active in the education field. The awards, based on scholarship, proficiency, character, all-around ability and financial need, were awarded to the following students:

Leslie Ann Taylor, daughter of Lieutenant Commander, USN (Ret),

and Mrs. E. A. Taylor; Lesley Thomas Deen, son of Chief Petty Officer, USN (Ret). and Mrs. O. L. Deen; Karen Lee Haas, daughter of Chief Petty Officer, USN, and Mrs. R. J. Haas; Estrella Marie Tamayo, daughter of Chief Petty Officer, USN, and Mrs. R. L. S. Tamayo; Kimberly Ann Kimmons, daughter of Lieutenant, USN, and Mrs. C. E. Kimmons; David Joseph Prebich, son of Chief Petty Officer, USN (Ret), and Mrs. Michael Prebich; Susan Lynn Jacobs, daughter of Chief Petty Officer, USN, and Mrs. C. W. Jacobs; Marie Patrice Millis, daughter of Chief Petty Officer, USN (Ret), and Mrs. R. A. Millis; Barbara Jean Resch, daughter of Commander, USN, and Mrs. Earl Resch; and Cynthia Anne Clifford, daughter of Captain, USN, and Mrs. F. F. Clifford, Jr.

The Dolphin Scholarship Foundation has also been named trustee of a memorial scholarship established in memory of the officers and men lost last May in USS *Scorpion* (SSN 589). Proceeds from the fund are earmarked for the sons and daughters of the officers and men of *Scorpion's* crew.

Contributions to either the Dolphin or the Scorpion Memorial Funds may be mailed to the Dolphin Scholarship Foundation, 413 Dillingham Boulevard, U. S. Naval Station, Norfolk, Va. 23511. Checks should be made payable to the Dolphin Scholarship Foundation or to the Scorpion Memorial, c/o Dolphin Scholarship Foundation.

Dollar Limitation to Be Placed on Tuition Aid

A recent review of the Tuition Aid Program showed that there is wide variation between tuition aid being provided to the Navy's off-duty students. Costs range from \$5 to \$20 per credit hour at some colleges, but others charge as high as \$60 a credit hour.

During fiscal year 1968, the Navy paid 75 per cent of tuition costs, regardless of the total cost.

So that the limited tuition aid funds available for fiscal year 1969 may be distributed on the most equitable basis, the rules have been changed to include a dollar cost limitation.

The Navy will now pay 75 per

More Authority for E8s, E9s

To give master and senior chiefs the responsibility their rate deserves, commanding officers have been encouraged to authorize them to perform the following functions:

- Certify documents for various administrative purposes.
- Sign orders for personnel transfer, leave, liberty and service record entries. They may also be authorized to initial facsimile signatures of officers for such purposes.
- Process advancement in rating examinations for Navymen in pay grades E-6 and below.
- Perform collateral duties normally assigned to junior officers. These would include acting as education services advisor, lay leader, library advisor, athletic advisor, safe driving advisor, civil readjustment advisor, career counselor and Project Transition advisor.

These changes in the administrative responsibility of master and senior chief petty officers were made in BuPers Notice 5200 of 20 Aug 1968.

cent of tuition costs, not to exceed:

- \$45 per student in any one term if the school operates on a semester-hour basis.
- \$30 per student in any one

James Richard Branam, CTC, USN



"My goodness, Seaman Apprentice Philbrick, you have accidentally dragged that incredibly soiled swab across my immaculately spit-shined shoes!"

term if the school operates on a quarter-hour basis.

- \$45 per Carnegie Unit for high school courses.

Also, the Navy will subsidize no more than seven semester hours in any semester, seven quarter hours in any quarter, or two Carnegie Units in any academic year.

First priority for tuition aid will be given to career-designated Navy-men who are not eligible for in-service educational allowances under the Cold War GI Bill.

Breast Insignia, Brown Shoes and Hats Affected By Changes in Uniform Regs

You may remove your hat while inside a private automobile off base and not be considered "out of uniform."

Officers and chiefs may wear brown shoes made of the popular synthetic leather substitutes which have been developed in recent years.

V-neck undershirts may be worn with tropical shirts.

These are among the changes to *Uniform Regulations* approved by CNO and described in BuPers Notice 1020 (24 Aug 1968). Here's a summary:

- Brown shoes with upper materials made from synthetic leather substitutes may be worn with appropriate uniforms. The uniform requirement for brown shoes and khaki socks is affirmed. (In other words, there is no plan to do away with brown shoes in favor of an "all-black-shoe-Navy".)

- A new qualification breast insignia has been adopted for Navy men designated as Naval Flight Officers (NFOs). The Naval Aviation Observer insignia now worn by NFOs will become obsolete on 1 Jan 1969. The new insignia may be worn as soon as it becomes available.

- A white helmet liner has been approved for wear by shore patrolmen when directed by the Senior Officer Present Ashore.

- Navymen may remove their caps and hats when traveling inside private automobiles off base. A cover is mandatory when entering or leaving a military reservation.

- Male officers will wear a gold cummerbund with the Dinner Dress Blue Jacket and Dinner Dress White Jacket uniforms.

- Waves who wear identification badges will center them above the left coat pocket flap or in a corresponding position on uniforms which do not have pockets.

- A qualification breast insignia may be awarded to Navy men designated and qualified in Explosive Ordnance Disposal (EOD). The insignia is identical to the one worn by Army, Air Force and Marine Corps EOD personnel. Enlisted men should dispose of their EOD shoulder sleeve distinguishing marks when they adopt the new breast insignia.

- An undershirt with a V-neck instead of an elliptical collar is approved for wear with white and khaki tropical shirts, and is prescribed for officers and chief petty officers. When the V-neck undershirt is worn, it should not show above the V in the tropical shirt.

- A specialty mark has been approved for the new Aviation Anti-submarine Warfare Operator (AW) rating. Until rating badges are available through regular supply channels (approximately 1 Jan 1969), AW personnel may wear the specialty marks of their previous ratings, or acquire AW badges through commercial outlets.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Dark of the Sun (WS) (C): Melodrama; Rod Taylor, Yvette Mimieux.

The Shakiest Gun in the West (WS) (C): Comedy Western; Don Knotts, Barbara Rhoades.

Berserk (C): Mystery Drama; Joan Crawford, Ty Hardin.

Panic: Drama; Janine Gray, Glyn Houston.

What's So Bad About Feeling Good? (WS) (C): Comedy; George Peppard, Mary Tyler Moore.

Half a Sixpence (WS) (C): Musical; Tommy Steele, Julia Foster.

Kona Coast (C): Melodrama; Richard Boone, Vera Miles.

The Wild Racers (C): Drama; Fabian, Mimsy Farmer.

Blue (WS) (C): Drama; Terence Stamp, Joanna Pettet.

Project X (C): Science Fiction; Christopher George, Greta Baldwin.

The Shuttered Room (C): Drama; Gig Young, Carol Lynley.

The Sweet Ride (WS) (C): Drama; Tony Franciosa, Michael Sarrazin.

Don't Just Stand There (WS) (C): Comedy; Robert Wagner, Mary Tyler Moore.

The Pink Jungle (WS) (C): Adventure Drama; James Garner, Eva Renzi.

Blackbeard's Ghost (C): Comedy; Peter Ustinov, Dean Jones.

The Counterfeit Killer (C): Drama; Jack Lord, Shirley Knight.

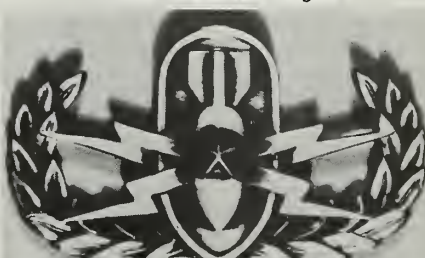
New Insignia for EODmen

Navy men involved in the ticklish job of explosive ordnance disposal (EOD) may now wear a breast insignia to identify them as members of this select group.

The Chief of Naval Operations has approved, for both officer and enlisted EODmen, the wearing of the insignia now worn by the bomb disposal men of the other services.

Officers will wear the basic insignia (shown below) with a 3/16-inch silver star attached, while enlisted men will wear the basic insignia only. The new insignia replaces the enlisted EOD sleeve patch.

Officer EOD breast insignia



Enlisted EOD breast insignia



Rise in Uniform Prices

Prices of officer and chief petty officer uniforms and accessories were expected to increase by 10 per cent, effective as of 15 October, according to the Naval Uniform Shop in Brooklyn.

The raise in prices, which also affects personnel of the U. S. Coast Guard and Public Health Service, is attributed to an increase in manufacturing costs.

Orders received by the Brooklyn ship postmarked after 15 October will have their invoices based on the new price list.

Copies of the revised price list may be obtained from either local naval uniform shop representatives or by writing to: Manager, Naval Uniform Shop, 29th Street and 3rd Avenue, Brooklyn, N.Y. 11232.

Two More Barracks Ships

The Navy Mobile Riverine Force in the Mekong Delta has increased its mobility by adding two barracks ships to its roster.

They are USS *Nueces* (APB 39) and *Mercer* (APB 40) which arrived at Vung Tau in August after a month-long crossing.

Designed to berth and mess 600 troops and 400 Navy men, including gunboat crewmen, *Nueces* and *Mercer* join two sister ships, *Benevah* (APB 35) and *Colleton* (APB 36), which have been operating with the MRF in the Delta since April 1967.

Both newcomers are fully air-conditioned and provide comforts infantrymen rarely expect to find in the steaming Vietnam jungles. Besides eating and living spaces, each ship has a large laundry, a soda fountain, a well-stocked ship's store and movie projectors for nightly flicks. They are also equipped with helicopter decks and 35-bed surgical hospitals.

The troops and boat crewmen who live aboard the ships spend most of their time ashore tracking down Viet Cong guerrillas. In a typical operation, the infantrymen are carried into a battle zone on board Navy armored troop carriers (ATCs), 56-foot amphibious landing craft.

Arrival of *Nueces* and *Mercer* increased to 10 the number of ships in River Assault Flotilla One, the naval component of the force.

Time to Say Sayonara Again—Yokosuka Beckons

AH, so you're going to Yokosuka, Japan? Well, here are a few things you should know about your new home and what you should do before leaving.

You might also read the official word on travel to Japan. It can be found in BuPers Inst 1300.26 (series) and will tell you where dependents are permitted, the transportation they must use and your prospects for finding a place for them to live, just to mention a few items.

When you and your family go to Japan, you will not need a passport but your dependents will. You should waste no time in obtaining the necessary application forms from the District Command that is arranging your travel. When you receive the forms, don't let them lie around the house. Processing takes time, and delay might mean the difference between concurrent and delayed travel of dependents.

Travel and Shipping

Your dependents will be expected to be in reasonably good health before being permitted to travel.

Your nearest medical facility can advise you on the immunizations you and your family will need and administer them as well. You and your dependents must have all the required immunizations before your travel date arrives.

If you're worried about sanitation in Japan, don't. Sanitation standards in the country are high and you shouldn't fall prey to any diseases that wouldn't bug you in the United States.

There is one drawback however. The Yokohama-Yokosuka area is damp and humid which, for many, means aggravated asthmatic and sinus conditions.

When your entry approval is received, a sponsor is assigned to you. He will, if you wish, help arrange housing for you when you arrive and shepherd you through the check-in procedure.

Your sponsor, of course, must know when and how you are arriving in Japan so advise him concerning arrangements before you leave.

If you and your family arrive by ship, it probably will dock at the

North Pier in Yokohama. From there, you are about one and a half hours by bus from U. S. Fleet Activities at Yokosuka.

Air travelers land at Tachikawa (about two and a half hours by bus from Yokosuka). If you arrive in the evening, stay overnight near your point of arrival and travel to Yokosuka the next day. A bus ride will be more pleasant after a night's sleep.

When you receive your orders, contact your nearest Household Goods Shipping Office for shipping information. You must have an ample supply of orders, for many copies will be needed by the time you finish arranging for storage and/or shipment.

You are permitted the weight allowance on household goods shipments assigned to your rank or rate. The Navy will pay only for the authorized weight allowance. Anything over that amount is your headache.

Before you move, go over your household goods and winnow out broken furniture, unneeded items and such useless articles as old magazines.

If you have some jewelry or other articles considered to be of extraordinary value, keep them out of your household goods shipment. There is such a thing as an extraordinary value shipment to give added security to the things precious to you.

If you have professional books, equipment and papers, they are allowable items in your household

goods but they should be separated from the rest of your shipment and weighed separately. Such items can be shipped as soon as you receive your orders so as to be available upon arrival. Remember shipments take time; you should get your things on their way as soon as possible.

When you arrive in the Yokosuka-Yokohama area, contact the Incoming Household Goods and Personal Effects Representative in the Family Services Center. If you don't, this office won't know where to contact you when your goods arrive until they track you down. This, of course, takes time.

Family pets can be taken to Yokosuka but they must meet all health regulations. For example, dogs and cats must have been vaccinated against rabies not more than six months nor less than 30 days before they are shipped.

Each dog must also be examined by the terminal veterinarian not more than 14 days before it is shipped and each pet must be accompanied by a certificate attesting to its rabies shots and distemper shots (for dogs less than two years old).

When your pet arrives in Japan, it will be kept in quarantine for 30 days. Fourteen days of this quarantine period, however, can be a *working quarantine* in custody of the owner as imposed by the Army veterinarian at Yokohama.

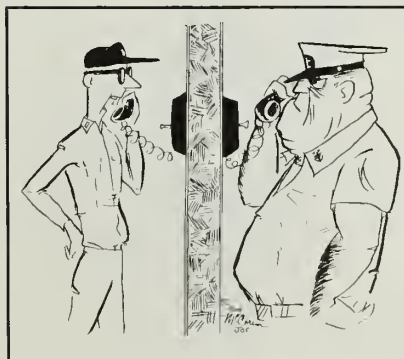
Cats, dogs and monkeys must be registered at the U. S. Fleet Activities Registration Office and their vaccination certificates must accompany them.

If you live on base, the Japanese government doesn't require registration of your pet. Those who live off base, however, are expected to register their pets with the authorities in the city, town or village in which they reside.

If you arrive on a week-day, your dependents are required to check in at Family Services Center to receive a check-in slip, a ration card and have their passports checked and stamped when they check into the activity.

Those arriving on weekends or

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN



"Stillwell, this is the old man."

holidays will only have their orders stamped and go through the check-in procedure on the next working day.

Finances

While you and your family are at Yokosuka, you will learn to conduct your financial affairs through three mediums of currency—military payment certificates (MPCs), regular dollar accounts and Japanese yen. The latter can be exchanged at the rate of about 360 yen to one U. S. dollar.

Military payment certificates come in denominations of \$1, \$5 and \$10 with regular U. S. coins filling up the gaps in between. The MPCs are used to make purchases at the exchange, commissary and other on-base sales outlets. Although a number of Japanese are authorized to handle MPCs, it is illegal for them to spend them so you should not use MPCs to pay taxi drivers, domestic help or other Japanese nationals.

Regular dollar checking accounts in the United States are useful for paying bills at home which require dollars. Military payment certificates and yen, of course, cannot be used for meeting your stateside obligations.

Japanese yen are used for the same goods and services in the Japanese economy as dollars are in the United States. Just because there are 360 yen to the dollar, don't get carried away with a feeling that it's only play money. Think of 100 yen as being 28 cents from your hard earned pay check.

As a Navyman in Japan, you and your dependents are authorized to use Navy Post Office 96662 which is open from 0800 to 1600 on weekdays and on weekends and holidays from 0800 to 1130.

You will find that this is a decided privilege for, as you know, a letter or package mailed from this post office requires no more postage than if mailed in the United States. Visiting Americans and those employed in Japan with private enterprises do not have this privilege and you (or your family) are prohibited from acting for them as intermediaries in the use of this post office.

You would be wise, both for your own sake and those of current Navy-

men and those who will arrive in Yokosuka in the future, not to abuse this privilege.

Medical and Dental Care

Your family won't lack for adequate medical care. There is a U.S. Naval Hospital which has a dependents' clinic which operates on weekdays from 0830 to 1030 and 1300 to 1500.

Patients are seen at the clinic by appointment except for first prenatal visits. Injuries which occur when the clinic is closed can be treated at the hospital's sick call section.

Children up to 14 years of age are seen in the pediatrics clinic by appointment. This includes a well-baby clinic.

A pharmacy is also located in the hospital and will issue all medication prescribed by military doctors free of charge.

If anyone in your family is being treated for an allergy, bring the name and address of the company which supplies the medication.

There are no testing facilities at Yokosuka for such allergies as dust, mold, grass and the hospital does not keep a supply of allergens.

Everyone eligible for treatment under the Dependents Medical Care Act can receive complete dental service (except orthodontics) at the U. S. Naval Dental Clinic, Yokosuka.

Appointments are necessary (except for first visits) and the clinic is open weekdays from 0800 to 1600. First visits are made at specified hours during the day. After a preliminary examination, appointments will be arranged for whatever work is needed.

Fluoride treatments are available

for children at the dental clinic.

Autos and Driving

If you plan to drive in Japan, you will find conditions considerably different from those in the United States. Vehicles, for example, travel on the left and at much slower speeds than in the United States. Roads, too, are frequently narrow and in poor repair.

Because of punishing road conditions, salt air and lack of sheltered parking there are many who favor leaving an expensive and reasonably new car behind and buying a car in Japan—usually a used one.

It is possible to live in Japan without a car. There are frequent on-station buses for Navy men, their dependents and guests as well as several Japanese taxi companies which are operating on the base and are inexpensive to use.

About the only derogatory thing that can be said concerning Japanese train service is that trains are often crowded; otherwise, they are first rate and inexpensive.

There are two classes. First class allows much more leg room but seats are guaranteed only on long-distance trains and at extra cost.

If you do decide to bring a car to Japan, those in the know recommend the compact variety because of traffic, road and parking difficulties experienced by large cars. Those who bring motorcycles must limit their compression to 125 cc. Pickup trucks and campers are being shipped but they are expensive to insure and drive in Japan.

If you are not yet discouraged, you are authorized free importation into Japan of one vehicle every 12 months. This privilege is limited to members of U. S. forces in Japan and GS rated civilians. Dependents registering a vehicle in Japan must possess a power of attorney executed by their sponsor.

When your car is landed in Japan, you will need a proof of ownership or state-issued title document as well as a bill of lading or checkoff sheet (Form DD 788).

The bill of lading shows Japanese authorities your vehicle is allowed duty-free entry into Japan and establishes right to claim your vehicle.

You must have stateside liability

Sam E. McCrum, JOC, USN



"Shape up or ship out!"

insurance on your car to cover \$5000 for each person for bodily injury; \$10,000 for each accident for bodily injury; and \$5000 each accident for property damage.

Japanese compulsory insurance for personal injury liability requires maximum coverage of one and one-half million yen (\$4167). Both types may be purchased from any of several local insurance agencies.

Operators of private vehicles in Japan will receive a temporary driver's license after passing a written test covering Japanese traffic laws. This license will enable you to pick up your car before completing the road skills section for your permanent license. You will not be permitted to drive off base with this permit unless a regularly licensed driver accompanies you.

It is very important that you have a regular U. S. Forces civilian driver's license which is issued only after passing a road skills test. In addition to the obvious reasons, some insurance companies stipulate their policies are invalid if the driver of the car is not a properly licensed operator.

Housing

Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this or by the time you receive your orders to the Yokosuka area.

With these reservations in mind, you may find this report on housing helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Bachelor accommodations are available for officers, chief petty officers and other enlisted men.

There are eight BOQs and WOQs at Yokosuka. Officers from lieutenant commander up are billeted according to rank. Those below that rank are billeted according to time aboard station.

Transients below commander are billeted in the transient quarters. Those above that rank go directly to the main officers' club for billeting.

Community galleys are located in all BOQs. Meals are available in Building E-58 (in which the billeting officer is also located) as well

as the officers' club and the J-Area Beach Club.

The majority of rooms at the CPO quarters are kept for permanent residents but a small number are set aside for transient chiefs. There is a mess (closed) in the CPO quarters. Those wishing a fuller evening can try the CPO club where chiefs can eat and drink and where floor shows are presented twice weekly.

Enlisted men below chiefs are housed in the enlisted men's barracks which are set up to house about 1500 enlisted men.

Each barracks has a comfortable day room in the center of each deck and there is a mess hall on the first deck of barracks M.

Barracks A, M and B are centrally located on the base and are near the exchange, theater and recreation hall.

Public quarters for Navy families are available but the average waiting period for Yokosuka is 15 months and six months in Yokohama. Those built in Yokosuka and Nagai Heights were built between 1946 and 1952 and, although they are structurally sound, you may find kitchens and bathrooms smaller than those to which you and your family are accustomed and you will find no basement at all.

Frequent mild tremors through the years have caused many door frames and window casings and walls to be slightly out of line. These disadvantages notwithstanding, they are usually considered to be acceptable. To be brief, they are not lux-

urious but they are comfortable.

Public quarters are assigned on the point system which is based on the principal's rank/rate and current time overseas. The size of the quarters your family occupies will be governed by bedroom requirements.

If government quarters are offered to you and you reject them, your name is removed from the housing list for 120 days and priority credits are not accrued during the waiting period.

Public quarters are furnished with the basics, but personal items such as radios, washing machines, dryers, freezers, drapes, dishware, kitchen utensils and other similar items are not provided.

If you want to bring your own furniture, by all means do so but don't bring an excess inasmuch as storage facilities in the quarters are limited.

Private rentals in the Yokosuka-Yokohama area are available but they are difficult to find, especially during the summer, because of the area's proximity to one of Japan's most popular resort areas.

Those who do find and rent a house on the Japanese economy usually pay between \$90 and \$180 a month exclusive of utilities.

Most Japanese houses are built of wood and/or stucco. They lack insulation, ceilings are made of plywood and won't hold heat, while floors are usually cold and damp.

Inasmuch as Japanese houses don't have central heating, winters are not particularly comfortable unless you have a good kerosene space heater in which case you may spend more for fuel than for rent.

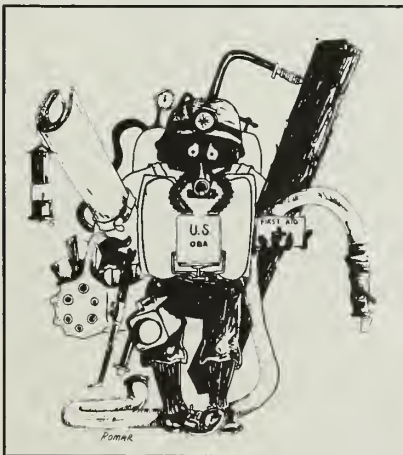
Japanese houses are also closely grouped together and frequently have no space for car parking or playing children. Floor plans are usually spread out and the rooms rather small.

Kitchens are small and counters and sinks are built to suit small Japanese people rather than tall Americans—a possible source of backaches.

You must provide your own stove and, since electricity is expensive in Japan, you should avoid the large American electrical kind. Next to a gas hot plate, a small apartment sized stove is your best bet. Inci-

All-Navy Cartoon Contest

Ronald P. Overmyer, MMFN, USN



"What do you mean the fire is out?"

dentally, the Navy has no stoves and few refrigerators for private rental so, in that field, you are on your own.

The Public Works Center Housing Office has limited information concerning private rentals available but it is not a rental agency. They will, however, be happy to provide you with a map showing the location of approved house agents and any known vacant quarters.

Once you have found a house, the PWC Housing Office will arrange for a sanitary and structural inspection of the building and help you with furniture problems, insofar as they are able.

There are hotels in the Yokosuka area and others as well where you may want to find temporary housing. Rates range from \$5 to \$10 with each additional bed being about \$1.50. Most hotels are air-conditioned, heated, have television, radio and bath facilities. Some have provisions for light housekeeping.

Navy men arriving at an overseas station with dependents are eligible for a temporary lodging allowance upon arrival for a maximum of 30 days. The amount of TLA depends on the number of dependents with you and is payable only while you are living in approved off-base housing.

The Industrial Relations Office Building can help you find babysitters and domestic help. Such help is hired through the labor office. They are Japanese nationals all of whom are medically checked before going to work for military families.

English is not a prerequisite for employment and ability varies. Most, however, know enough of the language to care for children. The rate averages about 28 cents an hour.

Japan is not a country of cheap labor. Industrial operations have si-phoned off most labor so you will probably find you must pay domestic help more than you had anticipated.

The Amenities of Living

Navy schools provide education for dependent children from grade one through 12 and are comparable to the better schools in the United States.

When you register your children, you must present proof of their ages, be able to give the address of the

last school attended, and produce the child's last report card.

There are kindergarten and nursery schools available, but all are self-supporting and charge a monthly tuition.

Private schools, primarily those operated by the Catholic Church, are also available to children living in Japan. In addition to primary and secondary schools, several of the Tokyo universities have English speaking divisions.

There is a full religious program available in the Yokosuka-Yokohama area for Catholics, Protestants and Jews. The Christian Hospitality Center in front of the main gate of U. S. Fleet Activities, Yokosuka, provides literature on Japan and will help you arrange local tours and visits in Japanese Christian homes.

Generally speaking, the community activities in the Yokosuka area are as varied as in the United States or perhaps more so. Special Services offers courses for girls which range from cake decorating through sports to ballet to sewing and pattern drafting.

There are exchanges, commissaries, beauty and laundry shops, laundromats, gas stations, garages, tailor shops, archery ranges, bowling alleys, driving ranges and golf clubs, libraries, swimming pools, fishing, hobby shops, tours—you name it, Yokosuka probably will have it.

A few miscellaneous items which may be of interest to you include:

- Electrical current which is supplied by the Japanese power companies. It is alternating current and about 100/200 volts. It is, however,

only 50 cycles per second rather than 60 cycles as it is in the States.

Electrical items such as shavers, mixers, washing machines, lamps, vacuum cleaners, refrigerators, radios, television sets, dryers, freezers and ranges will, however, operate successfully.

Clocks, phonographs and tape recorders will either run slow or will have to be modified or replaced before being used in Japan.

- You don't have to guess how much to tip in Japan. It isn't allowed at military facilities and the custom is not generally followed at civilian restaurants and hotels. Usually a service charge of 10 to 15 per cent is added to your bill so, if you tip, you pay double.

- If you have firearms of any kind, you must register them. It is against the law to take a hand gun off the base. Those living off-base must surrender hand weapons to the military agencies for safekeeping.

- Jackets and sweaters and lightweight clothing are needed in both spring and autumn in Japan. Cool cottons and silks are appropriate for summer, and woolens, top coats and furs are worn in winter. Be sure to bring a raincoat, some comfortable walking shoes and, ladies, you can't dine a la Japanese very well while wearing a tight skirt.

- Japan is one of these countries where every Navy family can go broke saving money. You will be dazzled by the price tags on such items as binoculars, transistor radios, stereo equipment, tape recorders, cultured pearls, silks, brocades, cloisonne, antiques and a host of other items.

Shops in Japan remain open seven days a week with Sunday being the busiest day of the week. Large department stores usually close one day of the week, usually Monday, Wednesday or Thursday.

Prices are fairly standard in most city stores, so bargaining is out of place as it is in the United States. Shopping, however, for those who like it, can be an absolute pleasure inasmuch as aggressive salesmanship is considered discourteous. Keeping this in mind, don't feel neglected if you are ignored by the shopkeeper. He's just being polite and patiently waiting until you are ready to buy.

Robert L. Rose, SN, USN



Round-trip Travel Expenses Paid While on Sick Leave

The government will pay your round-trip travel expenses when you are granted sick leave from certain hospitals under certain circumstances. In order to qualify, you must:

- Be hospitalized because of illness or injury suffered in the line of duty.

- Have been eligible to receive hostile fire pay when the illness or injury occurred.

- Be hospitalized in the United States (includes Alaska and Hawaii).

As described in SecNavy Inst. 7220.64 series, here generally, is how the procedure works:

When you become sick or are injured in the line of duty while serving in a hostile fire zone, the overseas medical facility notes in your health record the date, place and circumstances.

If you are evacuated to a hospital in the United States, and once you are well enough to take sick leave, you may be authorized travel or transportation allowances for one round-trip visit home.

The travel usually may be authorized from your place of hospitalization to the location of your immediate family within the 50 states, District of Columbia, Puerto Rico or U. S. Virgin Islands. If you wish to travel to some other point, your request must be submitted to the Bureau of Medicine and Surgery.

Government-paid travel takes the form of transportation "in kind" or monetary reimbursement. You do not receive a per diem. When practical, government transportation will be used for transoceanic travel.

The laws which govern payment for sick leave travel provide for retroactive reimbursement for travel performed on or after 1 Oct 1967. Retroactive claims should be submitted through channels on Travel Voucher or Subvoucher (DD Form 1351-2), and processed in accordance with Navy Travel Instructions.

Additional administrative details are found in SecNav Inst. 7220.64.

Training for German Navy

A recent visit to Norfolk-based Fleet Airborne Electronics Training Unit, Atlantic, by a German Navy air wing commander provided a

Shirley L. Makowski, SN, USN



"Now remember, I'm giving you your last chance to sign up for six."

chance for each of the NATO allies to study the other's antisubmarine warfare methods and equipment.

Under the Military Assistance Program, selected German naval flight officers and crewmen are train-

ed at FAETULANT in ASW tactics and the operation of the electronic equipment used in ASW aircraft.

Captain Paul Kriebel's visit afforded the FAETULANT instructors an opportunity to observe, first-hand, differences between German and U. S. ASW aircraft. Captain Kriebel and 15 German airmen brought the NATO Breguet Atlantic aircraft to Norfolk.

The German aircraft was placed on display and later taken on two short flights, so that FAETULANT instructors could observe the plane's ASW electronic equipment in operation. A group of FAETULANT instructors also made a short flight off the Virginia coast where the German crew demonstrated how they use the instruction gained at FAETULANT to detect and localize a submarine.

Storm Signals	WHITE	BLACK	RED
Daytime Signals			
Night Signals			
	SMALL CRAFT Winds up to 38 mph	GALE Winds up to 54 mph	WHOLE GALE Winds up to 72 mph
			HURRICANE Winds 72 mph and up

Storm Signal Chart is Clarified

In last month's Recreational Boating roundup (pp 56-63, October 1968), the chart which appears on page 60 showing storm signals was not reproduced as well as expected.

During the printing process, the dotted tone intended to distinguish between the colors of the lights was washed out almost completely in most copies of the magazine. If you examine the circles closely, you can see a difference in the ones representing red and white lights. The tonal variation is small, however.

Since safety is such an important aspect of boating, we are reprinting the storm signal chart to provide a better representation of the signals.

HEROES and LEADERS



FUELING A FRIEND—USS *Bennington* (CVS 20) refuels New Zealand frigate, HMNZS *Otago*, during Operational Readiness Exercise in waters near Hawaii.



NAVY CROSS

"For extraordinary heroism . . ."

★ **ARMSTRONG, Philip M., Jr.**, Lieutenant Commander, USN, posthumously, for extraordinary heroism on 8 Jun 1967 in connection with an armed attack on USS *Liberty* (AGTR 5). The ship was attacked during early afternoon hours in the Eastern Mediterranean by jet aircraft and torpedo boats. A large fire erupted near two gasoline drums creating danger of an explosion and fire. LCDR Armstrong exposed himself to rocket and machine-gun fire while jettisoning the drums and organizing a firefighting party to extinguish blazing lifeboats nearby. At this time, he received multiple injuries which were fatal.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BYRNE, Conal J., Jr.**, Hospital Corpsman 3rd Class, USN, posthumously, for conspicuous gallantry and intrepidity in action on 21 Sep 1967 while serving as a corpsman with a Marine unit in connection with operations in Vietnam. During a mission, his unit was taken under fire by a North Vietnamese Army force. Although seriously wounded in the

shoulder, Petty Officer Byrne began giving medical aid to wounded Marines amidst an intense barrage of hostile fire. While going to the aid of a wounded Marine, he was mortally wounded.

★ **KIRKHAM, Donald A.**, Hospital Corpsman 3rd Class, USN, posthumously, for action on 31 Jan 1968 while serving with a Marine unit in the Republic of Vietnam. During Operation Hue City, a platoon was advancing along a street when it came under intense enemy fire, wounding six Marines. Petty Officer Kirkham left his cover to assist the fallen men. Despite enemy rounds impacting around him, he placed himself between his injured comrades and the enemy fire. Although wounded, he refused treatment and proceeded to dress the wounds of the casualties. After crossing the fire-swept street to aid the last of the casualties, he was hit by a burst of enemy fire and mortally wounded.

★ **LOY, James R.**, Hospitalman, USN, posthumously, for action on 10 Jan 1968 while serving with a Marine unit in the Republic of Vietnam. While moving along the safety lane within a minefield, the point man inadvertently led his squad into a mined area. Within minutes two mines were detonated, wounding three Marines. Hospitalman Loy entered the minefield and maneuvered to the side of the wounded men to administer first aid treatment. Realizing that the life of one man depended on immediate evacuation, and that clearing a path would take considerable time, Hospitalman Loy proceeded to carry his comrade through the mined area. He advanced about 30 meters when he was fatally wounded by an exploding mine.

★ **MORAS, Robert J.**, Fireman, USN, posthumously, for action on 4 Dec 1967 during a riverine assault operation in the Republic of Vietnam. As port 50-caliber machine gunner aboard a monitor, he participated in a mission to escort troop carriers transporting Vietnamese Marines to an operations area. While underway, the monitor came under rocket and small-arms fire from both banks of the canal on which they were traveling. Fireman Moras began firing and continued to fire into enemy positions although seriously wounded when his boat sustained rocket hits. He was fatally wounded by another rocket which hit directly on his gun mount.

★ **SCHINDELER, Theodor K.**, Hospitalman, USN, for action on 2 Feb 1968 while serving with a Marine unit in the Republic of Vietnam. During the early morning hours, Cam Lo District Headquarters came under heavy artillery, mortar and recoilless rifle fire followed by a ground attack by an enemy force. Hearing cries for assistance from several Marines wounded during the initial barrage, Hospitalman Schindeler left his covered position to give first aid to wounded Marines. While treating one Marine, he removed his flak jacket and helmet to cover the wounded man and protect him against exploding shells. After the engagement, he advanced beyond the defensive perimeter to treat 25 enemy wounded, saving lives that later proved to be of inestimable value as intelligence sources.

★ **THOMPSON, Alexander N., Jr.**, Gunner's Mate, 3rd Class, USN, posthumously, for action on 8 Jun 1967 in connection with an armed attack on USS *Liberty* (AGTR 5) in the Eastern Mediterranean. Petty Officer Thompson was conducting an inspection at machine gun 51 when the first strafing attack occurred, killing or wounding all the other men at the station. He fearlessly exposed himself to rocket and machine-gun fire and opened fire on the attacking aircraft. He continued to fire on the aircraft in defense of his ship until fatally wounded by a rocket blast.

★ **TISSOT, Ernest E., Jr.**, Commander, USN, for action on 8 Jul 1967 as commander of a carrier air wing and as strike leader of a major, coordinated air-wing mission. CDR Tisot exercised "brilliant planning and ingenious tactical employment of strike group assets during the mission." He successfully neutralized the threat of missile sites and anti-aircraft sites by feints at previously struck targets and near-simultaneous attack waves by bomber elements. All aircraft completed the dangerous mission without a single plane being hit by enemy fire.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **ADAMS, Henry P.**, Captain, SC, USN, for service from September 1966 to July 1968

as Chief of the Supply Management Division, Supply Operations Directorate, Defense Supply Agency.

★ ALEXANDER, Raymond W., Captain, USN, for service from 12 Aug 1964 to 1 Sep 1967 as the Chief of Staff, Special State-Defense Study Group, Office of the Secretary of Defense.

★ ALLEN, Joseph W., Jr., Commander, USN, for service from July 1964 to February 1968 as a faculty adviser and instructor at the Armed Forces Staff College, Norfolk, Va.

★ APPLEBY, Jack J., Rear Admiral, USN, for service from July 1966 through June 1968 as Deputy Commandant of the Industrial College of the Armed Forces.

★ BAGLEY, Worth H., Captain, USN, for service as executive assistant and naval aide to the Secretary of the Navy from October 1966 to September 1968.

Gold star in lieu of second award

★ BLICK, Charles A., Rear Admiral, USN, for service from April 1965 to August 1968 as commanding officer, U. S. Navy Ship's Store Office, Brooklyn, N. Y.

Gold star in lieu of second award

★ BOWEN, Harold G., Jr., Rear Admiral, USN, for service as Deputy Chief of Naval Operations (Development) from June 1965 to May 1967.

Gold star in lieu of second award

★ BRINGLE, William F., Rear Admiral, USN, for service from July 1965 to October 1967 as Deputy Chief of Staff for Operations and Plans for the Commander in Chief, U. S. Pacific Fleet.

★ CAGLE, Malcolm W., Rear Admiral, USN, for service from December 1965 to May 1968 as Director, Aviation Programs Division, Office of the Deputy Chief of Naval Operations (Air).

★ CALHOUN, Charles R., Captain, USN, for service as Director of Research for the National War College from 2 Aug 1965 to 30 Sep 1967.

★ CANADA, Robert O., Jr., Rear Admiral, MC, USN, for service as Deputy Chief, Bureau of Medicine and Surgery from February 1965 to March 1968.

★ CARTER, Robert W., Captain, SC, USN, for service as Assistant Chief of Naval Personnel for Finance (Comptroller) from 18 Apr 1966 to 30 Mar 1968.

Gold star in lieu of second award

★ CHARBONNET, Pierre N., Jr., Rear Admiral, USN, for service as Commandant, Eighth Naval District from November 1965 to May 1968.

★ CHRISTOPHER, Thomas A., Rear Admiral, USN, for service as Commander, Manned Spacecraft Recovery Force, U. S. Atlantic Fleet from May 1967 through July 1968.

★ COCKRILL, James T., Captain, USN, for service as Project Manager of Project Muscle Shoals at the Naval Air Systems Command from 11 Jan 1967 to 29 Feb 1968.

Gold star in lieu of second award

★ COMBS, Walter V., Jr., Rear Admiral, USN,

for service as Commander, Cruiser-Destroyer Flotilla Three and Commander, Cruiser-Destroyer Group Seventh Fleet from June to November 1967.

★ COULTER, William G., Captain, USN, for service as Special Projects Officer and as Head of the Pacific Area Plans Section, Strategic Plans and Policy Division, Office of the Chief of Naval Operations from 28 Oct 1966 to 25 Jan 1968.

Gold star in lieu of second award

★ COYE, John S., Jr., Rear Admiral, USN, for service as Commander, Training Command, U. S. Atlantic Fleet from August 1966 to July 1968.

★ CRAMER, Shannon D., Jr., Rear Admiral, USN, for service as Commander Submarine Squadron Fifteen from 1 Jul 1966 to 12 Jul 1967.

Gold star in lieu of second award

★ DARE, James A., Rear Admiral, USN, for service from 1 Sep 1966 to 30 Apr 1968 as Deputy Director (Operations and Administration), Headquarters, Defense Atomic Support Agency and Chief, Joint Atomic Information Exchange Group.

★ DAVIS, John B., Jr., Rear Admiral, USN, for service from 15 Aug 1967 to 12 Jul 1968 as Commander Cruiser-Destroyer Flotilla Nine.

★ DE LARGY, John M., Captain, USN, for service as Head, Manpower Requirements and Authorizations Branch, Office of Chief of Naval Operations (Manpower and Naval Reserve) from October 1965 to January 1968.

Gold star in lieu of third award

★ DORSEY, JACK S., Rear Admiral, USN, for service from July 1965 to July 1968 as Commandant, Sixth Naval District/Commander Naval Base, Charleston.

★ DOWNEY, Dennis J. J., Captain, USN, for service from July 1967 to July 1968 as Executive Assistant to the Chief of Naval Personnel.

★ DUNBAR, Robert F., Commander, SC, USN, for service from February 1965 to June 1968 as Military Assistance Programs Manager in the United States Southern Command.

★ ELEFTER, Theodore, Captain, USN, for service from August 1966 to August 1968 as Assistant Chief of Staff, Intelligence, Headquarters, Alaskan Command.

★ FITZPATRICK, Francis J., Rear Admiral, USN, for service from July 1966 to July 1968 as Deputy Director for Communications-Electronics, the Joint Staff and as Chairman of the Joint Standardization Group for Tactical Command and Control and Communications Systems.

★ FREEMAN, Rowland G., III, Captain, USN, for service from February 1966 to June 1968 as a principal assistant to the Program Director of a major multi-service aircraft development program.

★ GADDIS, Walter D., Rear Admiral, USN, for service from 28 Nov 1966 to 14 Jun 1968 as the Director, Programming and Finance Division, Headquarters, U. S. Naval Material Command.



★ GALLEMORE, Roy H., Captain, USN, for service from August 1965 to June 1968 as a member and division chief of the General Operations Division, Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ GANTAR, Mark M., Captain, USN, for service from February to September 1967 while serving in the Office of the Chief of Naval Operations as CNO Project Officer.

★ GARRETT, Wallace H., Jr., Captain, USN, for service from February 1967 through July 1968 while serving as the DX/DXG Project Manager within the Naval Ship Systems Command.

★ GRAHAM, Woodrow W., Captain, USN, for service from October 1965 to February 1968 as a logistic staff officer and as Assistant Chief of Staff for Logistics for the Commander in Chief U. S. Pacific Fleet.

★ HALVORSON, George G., Captain, USN, for service from August 1965 to October 1967 as a member of the Objectives Plans and Programs Division, Plans and Policy Directorate, (J-5) Organization of the Joint Chiefs of Staff.

★ HART, Harry S., Commander, USN, for service from 12 Aug 1965 to 15 Jun 1967 as Undersea, Antisubmarine Warfare and Special Operations Warfare Officer, Operations Division, on the staff of the Commander in Chief United States Atlantic Fleet.

★ HILSON, Ralph A., Captain, USN, for service from 14 Jul 1966 to 29 Jan 1968 as Current Operations Officer on the Staff of Commander in Chief U. S. Pacific Fleet.

★ HOLT, Pliny G., Captain, USN, for service from May 1964 to May 1968 as Executive Director for Fleet Readiness and Training,

Bureau of Naval Weapons, and as Executive Director for Material Acquisition and Technical Assistant to the Commander, Naval Air Systems Command.

★ HUGHES, Augustus P., Jr., Captain, SC, USN, for service from June 1964 to February 1968 as Director of the Directorate of Manufacturing, Defense Personnel Support Center.

Gold star in lieu of second award

★ IRVINE, Donald G., Rear Admiral, USN, for service from October 1966 through June 1968 as Commander, Naval Forces, Korea, and Chief, United States Naval Advisory Group, Republic of Korea Navy.

★ JENKINS, Herbert L., Jr., Commander, USNR, for service from September 1962 to July 1968 as Director, Personal Affairs Division, Bureau of Naval Personnel.

Gold star in lieu of third award

★ JONES, Carlton B., Rear Admiral, USN, for service from May 1967 to July 1968 as Commander Naval Forces, Marianas.

★ KINCADE, Richard W., Commander, USN, for service from July 1966 to February 1968 while attached to the Headquarters of Commander Naval Air Systems Command, as the F-4 Phantom Aircraft Project Configuration Control Manager and Electronics Integration Program Manager.

★ KING, Jerome H., Jr., Rear Admiral, USN, for service from 16 Jun 1966 to 24 May 1968 as Executive Assistant and Senior Aide to the Chief of Naval Operations.

★ KNOTTS, Sanford L., Captain, USN, for service from 2 Aug 1965 to 30 Apr 1968 as a member of the Chairman, Joint Chiefs of Staff, Special Studies Group.

Gold star in lieu of second award

★ KREAMER, Walter H., Captain, USN, for service while serving in the National Security Agency during the period August 1966 to August 1968.

★ LEGETT, Thomas R., Jr., Lieutenant Commander, USN, for service from March 1965 through September 1967 as Electronics Warfare Officer, Special Activities Office, Defense Intelligence Agency.

Gold star in lieu of second award

★ LEMMON, Robert H., Captain, USN, for

service as Commanding Officer, U. S. Naval Officer Candidate School, with additional duty as Commanding Officer, Naval Schools Command, Newport, R. I., from 17 Dec 1963 to 17 Nov 1967.

★ LEWIS, Wilma E., Commander, SC, USN, for service from 5 Jul 1966 to 15 Apr 1968 while assigned as the Chief of the Organizational Clothing and Equipment Branch, Division of Supply Operations, Directorate of Clothing and Textiles, Defense Personnel Support Center.

★ LIPSCOMB, John W., Jr., Captain, SC, USN, for service from 15 Feb 1965 to 22 Jul 1967 as Director, Commercial Contracting Office, Commander, Military Sea Transportation Service.

Gold star in lieu of third award

★ LYNCH, Richard B., Rear Admiral, USN, (posthumously) for service from 20 Jul 1967 to 19 Jan 1968 as Commander Hawaiian Sea Frontier.

★ MACKROTH, John R., Captain, USN, for service from August 1966 to September 1968 as Deputy Assistant Chief for Education and Training, Bureau of Naval Personnel.

Gold star in lieu of second award

★ MAURER, John H., Rear Admiral, USN, for service from June 1966 through June 1968 as Commander Submarine Force, U. S. Pacific Fleet.

Gold star in lieu of third award

★ McCORMICK, William M., Rear Admiral, USN, for service from 30 Jun 1967 to 31 Jul 1968 as Commander Fleet Air Wings, U. S. Atlantic Fleet.

★ McDEVITT, Joseph B., Captain, USN, for service from 2 Jul 1965 to 16 Mar 1968 as a legal affairs officer on the staff of the Commander in Chief Pacific.

Gold star in lieu of third award

★ McKINNEY, William R., Rear Admiral, USN, for service from 1 Jun 1966 to 22 Jul 1968 as Deputy Chief of Staff for Logistics, Personnel and Administration on the Staff of Commander in Chief, U. S. Pacific Fleet.

★ MERRICK, John L., Captain, USN, for service from May 1965 to June 1968 as a Navy Member of the Chairman's Staff

Group, Office of the Chairman of the Joint Chiefs of Staff.

Gold star in lieu of second award

★ MINTER, Charles S., Jr., Rear Admiral, USN, for service from 7 Jul 1965 to 14 Sep 1967 as Deputy Assistant Chief of Staff, Plans and Policy Division, Supreme Headquarters Allied Powers Europe (SHAPE).

Gold star in lieu of second award

★ MOORE, Frederick T., Jr., Captain, USN, for service from September 1965 to March 1968 while serving as Chief of Staff for the Chief of Naval Air Training.

★ MORROW, William B., Captain, USN, for service from July 1965 to November 1967, while serving as a member and division chief of the European/Middle East Division, Operations Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ NORTON, Mohl C., Jr., Captain, USN, for service from September 1966 through June 1968 as Deputy Chief of Staff, Headquarters, U. S. Southern Command.

★ PAYNE, Charles N., Jr., Captain, USN, for service from September 1963 to August 1967 as Comptroller, Naval Ship Systems Command, and its predecessor organization, the Bureau of Ships.

★ PETTYJOHN, William R., Lieutenant Commander, USN, for service from 9 through 14 Jun 1967, while temporarily serving as Executive Officer of USS Liberty (AGTR 5).

★ POLLICH, Gardiner T., Captain, SC, USN, for service from August 1964 to August 1968 while serving successively as Chief, Facilities Management Division, Supply Operations Directorate, Staff Director, Installations and Services and Staff Director, Military Personnel, Headquarters Defense Supply Agency.

★ POTOLICCHIO, Rodney A., Captain, USN, for service from 1 May 1967 to 9 Apr 1968 as the Department of Defense Special Representative, Military Advisory Command, Vietnam.

Gold star in lieu of second award

★ PRATT, Richard R., Rear Admiral, USN, for service from July 1965 to July 1968 as the Director, Communications-Electronics (J-6) and concurrently as Chief, Defense Communications Agency, Europe (DCA-Europe),



U. S. European Command (HQ-USEUCOM), from January to July 1968.

★ **QUANSTROM**, Carl R., Jr., Captain, USN, for service from 15 Mar 1966 to 9 Sep 1967 as Commander Mine Flotilla One/Commander Task Group Seventy Point Five.

Gold star in lieu of second oword
★ **QUINN**, Robert D., Captain, USN, for service from 14 Jul 1966 to 25 Aug 1967 as Assistant Chief of Staff for Plans to the Commander in Chief U. S. Pacific Fleet.

Gold star in lieu of second award
★ **RIERA**, Robert E., Rear Admiral, USN, for service from March 1966 to April 1968 as Commander, Fleet Air Mediterranean, and from December 1966 to April 1968 as Commander, Antisubmarine Warfare Force, U. S. Sixth Fleet.

★ **ROBERTSON**, Bruce W., Commander, USN, for service from 5 Aug 1965 to 15 May 1968 as a member of the Logistics Directorate, Joint Staff, Organization of the Joint Chiefs of Staff.

★ **ROBERTSON**, Horace B., Jr., Captain, USN, for service as Special Counsel to the Secretary of the Navy from 1 Sep 1964 to 1 Aug 1967.

★ **RUDDEN**, Thomas J., Jr., Rear Admiral, USN, for service from May 1966 through November 1967 as Deputy Chief of Naval Material for Programs and Financial Management.

★ **RUFFIN**, Chester E., Captain, USN, for service from 2 Dec 1964 to 10 Jan 1968 as Assistant Chief of Staff for Personnel on the staff of Antisubmarine in Chief U. S. Pacific Fleet.

★ **RUSSILLO**, Alfred G., Captain, USN, for service from 19 Jul 1965 to 15 Jan 1968 as Head of the Strategy and Concepts Station, Strategic Plans and Policy Division, Office of the Chief of Naval Operations.

★ **SCHNEIDER**, Raymond J., Captain, USN, for service from 1 Mar 1966 to 15 Feb 1967 in connection with the organization of the Naval Air Systems Command, and as the first Assistant Commander for Research and Technology under the new command.

★ **SCHUMACHER**, Vincent E., Captain, USN,

for service from 31 Jul 1966 to 1 Nov 1967 as Chief of Staff for Commander U. S. Naval Forces, Vietnam, and concurrently for Chief, Naval Advisory Group, Military Assistance Command, Vietnam.

★ **SEIBERLICH**, Carl J., Captain, USN, for service from 4 Jan 1965 to 1 Sep 1967 as Assistant Chief of Staff for Readiness while serving with the Chief of Naval Air Reserve Training.

★ **SELLERS**, Harry S., Captain, USN, for service from February 1966 through January 1968 as the Navy member of the Short Range Branch, Strategic Plans and Policy Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff.

★ **SHUPPER**, Burton H., Rear Admiral, USN, for service from October 1967 to March 1968 as Commander Anti-Submarine Warfare Group Five, and Commander Task Group Seventy Point Four (CTG 70.4) operating with the Seventh Fleet.

★ **SIGLEY**, Claredon H., Captain, USN, for service from August 1964 to May 1968 as Deputy Chief and Chief, Requirements and Collection Division, Intelligence Directorate, Headquarters, U. S. European Command.

★ **SMITH**, John W., Captain, USN, for service from August 1965 through December 1967 as Deputy Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, and as the principal staff officer in the South European Branch of that Division.



"For heroism or extraordinary achievement in aerial flight . . ."

★ **DAVIS**, Donald V., Lieutenant Commander, USN, posthumously, for heroism on 18 Jul 1967 as a pilot in Attack Squadron 163 embarked in USS Oriskany (CVA 34).

★ **DION**, Laurent N., Commander, USN, posthumously, for heroism on 20 Jun 1967 as a pilot in Reconnaissance Attack Squadron 12, embarked in USS Constellation (CVA 64).

★ **DIXON**, John C. Jr., Commander, USN, for heroism while serving as commanding officer, Fighter Squadron 191, embarked in USS Bon Homme Richard (CVA 31) from 29 July to 16 Dec 1965.

Gold star in lieu of second oword
★ **DIXON**, John C. Jr., Commander, USN, for heroism on 17 Nov 1965 while serving as commanding officer, Fighter Squadron 191 embarked in USS Bon Homme Richard (CVA 31).

★ **GOODLOE**, Robert V. Jr., Lieutenant, USN, for heroism on 20 Aug 1966 while serving with Helicopter Antisubmarine Squadron Six, embarked in USS Kearsarge (CVS 33).

Gold star in lieu of second oword
★ **GOODLOE**, Robert V. Jr., Lieutenant, USN, for heroism on 14 Oct 1966 as pilot of a

helicopter in Helicopter Antisubmarine Squadron Six, temporarily embarked in USS Intrepid (CVS 11).

Gold star in lieu of second oword
★ **HODGES**, David L., Lieutenant, USN, posthumously, for heroism on 5 Nov 1965 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

Gold star in lieu of second oword
★ **HODGES**, David L., Lieutenant, USN, posthumously, for heroism on 16 Jul 1967 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

★ **KASCH**, Frederick M., Lieutenant, USNR, posthumously, for heroism on 2 Jul 1967 as a pilot in Anti-Submarine Fighter Squadron Three, embarked in USS Intrepid (CVS 11).

★ **McBRIDE**, Earl P., Lieutenant, USN, posthumously, for heroism on 22 Oct 1966 as a pilot in Fighter Squadron 161, embarked in USS Constellation (CVA 64).

★ **PERRY**, Richard C., Lieutenant Commander, USN, posthumously, for heroism on 28 Sep 1966 as a pilot in Attack Squadron 164, embarked in USS Oriskany (CVA 34).

Gold star in lieu of second award
★ **PERRY**, Richard C., Lieutenant Commander, USN, posthumously, for heroism on 29 Aug 1967 as a pilot in Attack Squadron 164 embarked in USS Oriskany (CVA 34).

★ **RICHARDS**, Richard L., Lieutenant Commander, USN, for heroism on 20 Sep 1965 while serving with Fighter Squadron 84 embarked in USS Independence (CVA 62).

★ **ROHRSEN**, Gerald C., Lieutenant (jg), USN, for heroism on 20 Oct 1965 as radar intercept officer of an F-4B in Fighter Squadron 84 embarked in USS Independence (CVA 62).

★ **ROONEY**, Thomas F., Lieutenant, USN, for heroism on 28 Nov 1965 while serving with Attack Squadron 196 embarked in USS Bon Homme Richard (CVA 31).

★ **THOMPSON**, William S., Commander, USN, for heroism on 3 Jul 1966 as a pilot in Reconnaissance Attack Squadron Six, embarked in USS Constellation (CVA 64).

Gold star in lieu of second oword
★ **THOMPSON**, William S., Commander, USN, for heroism on 6 Nov 1966 as a pilot in Reconnaissance Attack Squadron Six, embarked in USS Constellation (CVA 64).

Gold star in lieu of third oword
★ **THOMPSON**, William S., Commander, USN, for heroism on 14 Dec 1967 as commanding officer of Reconnaissance Attack Squadron Six embarked in USS Ranger (CVA 61).

★ **VAN ORDEN**, Edwin W., Jr., Lieutenant, USN, posthumously, for heroism on 27 Oct 1967 as a pilot in Fighter Squadron 111 embarked in USS Oriskany (CVA 34).

★ **WINFREE**, Howard T., Lieutenant, USN, for heroism on 22 Oct 1965 as a pilot in Attack Squadron 195 embarked in USS Bon Homme Richard (CVA 31).

★ **WOODBURY**, Laurence O., Lieutenant, USN, for heroism on 20 Sep 1965 as a pilot in Attack Squadron 25 embarked in USS Midway (CVA 41).



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **EDWARDS, John T.**, Aviation Electronics Technician 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving with a fighter squadron aboard USS Forrestal (CVA 59). When a devastating fire broke out aboard Forrestal, accompanied by bomb detonations from aircraft on the flight deck directly above his compartment, he remained in the bomb-ravaged compartment to alert his shipmates of the danger. He led one group of men from the compartment to safety, but when he returned a second time he was overcome and lost his life.

★ **HEINS, Walter R.**, Lieutenant, USNR, posthumously, for heroism on 4 Oct 1967 as pilot of a jet aircraft during a training flight. When his aircraft engine developed a malfunction shortly after takeoff he radioed that he would attempt to return to the field. He skillfully avoided a densely populated area and refrained from dropping his external fuel tanks, remaining with his aircraft until it was directed toward an uninhabited woodland area. Only then did he attempt to save his own life by ejecting from the plane below the altitude required for parachute deployment, thus sacrificing his own life for others.

★ **HOCK, Stephen L.**, Data Systems Technician 2nd Class, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS Forrestal (CVA 59) in the Gulf of Tonkin. When a fire broke out on the flight deck and swept through parked aircraft causing bomb detonations, Petty Officer Hock dashed to the scene and fought the fire and assisted survivors until driven back by heat and smoke. He then donned an oxygen breathing apparatus and returned to the blazing area to continue fighting fires and rescuing injured shipmates. He maintained this pace for hours until overcome by smoke and fumes while searching for survivors in a flooded, gas-filled compartment.

★ **SMOOT, John H.**, Lieutenant Commander, USN, for heroism on 21 Dec 1967 while serving with a training squadron at Meridian, Miss. Upon witnessing an automobile crash into a creek near the Naval Auxiliary Air Station, he unhesitatingly plunged into the cold waters and effected the rescue of two incapacitated victims in the sinking auto. His prompt action undoubtedly saved the lives of the two people involved in the accident.

★ **STANLEY, Daniel J.**, Machinist's Mate 1st Class, USN, for heroism on 29 Jul 1966 while on liberty from USS John Willis (DE 1027) at Newport, R. I. Upon hearing cries of a young girl who had fallen from a pier and had been swept between the pier and a Coast Guard cutter, Petty Officer Stanley plunged into the turbulent waters and effected the rescue of the child. His inspiring efforts were in keeping with the highest traditions of the United States Naval Service.

★ **STEELE, Walter E.**, Airman, USN, posthumously, for heroism on 29 Jul 1967 while serving aboard USS Forrestal (CVA 59). When a fire broke out on the flight deck and swept through aircraft on the flight deck, Airman Steele, assigned to the crash and salvage crew, rushed aft to effect the rescue of pilots trapped in the burning aircraft. He courageously struggled to rescue personnel from the area engulfed in flames until a bomb detonated, taking his life.

★ **SZCZECH, Eugene B., Jr.**, Seaman, USN, posthumously, for heroism on 19 Nov 1967 while serving aboard USS Prairie (AD 15) at Pearl Harbor. While walking along the water's edge at Waimea Bay, Seaman Szczech and three shipmates were engulfed by a large wave which carried one man into the surf. Seaman Szczech, aware of the personal dangers involved, dove into the high surf and strong undertow in an effort to rescue his friend. He began to struggle in the water when the surf and undertow proved too strong for him. Several rescue attempts were made by his shipmates, but were unsuccessful due to the dangerous surf and undertow.

★ **WELLS, Roy V.**, Damage Controlman 1st Class, USN, posthumously, for heroism on 18 Jan 1967 while serving with a harbor clearance unit engaged in salvage operations of

USS Mahanomen County (LST 912) at Chu Lai, Republic of Vietnam. After observing a shipmate lose consciousness due to toxic fumes when his air supply failed, Petty Officer Wells donned another air mask and went to his assistance. He attempted to employ the "buddy breathing" technique, but was himself overcome by the fumes. Petty Officer Wells' sacrifice of his own life in an attempt to save that of another was in keeping with the highest traditions of the United States Naval Service.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

Gold star in lieu of second award

★ **CONDON, ROBERT F.**, Lieutenant Commander, USN, posthumously, for meritorious service from 19 Aug 1966 to 18 Jan 1968 as commanding officer of an underwater demolition team. From 29 August 1966 to 3 March 1967, he led his command through an arduous Western Pacific deployment, carrying out many tasks from surveying rivers and beaches to inspecting ships. After completing an Eastern Pacific deployment, he returned to the Western Pacific area and became engaged in evaluation of a system which holds great promise for utilization in riverine warfare. The combat distinguishing device is authorized.

★ **HOOVER, William C.**, Steelworker 2nd Class, USN, posthumously, for heroic achievement on 10 Jun 1965 while serving with a Seabee team at Dong Xoai, Republic of Vietnam.

Although severely wounded when a Viet Cong regiment launched an attack against Camp Dong Xoai, he immediately went to his post and remained there firing at the enemy until the camp was overrun by the enemy. Mortally wounded shortly thereafter, Hoover, by his courage and determined efforts throughout the battle, served to inspire all who observed him. The combat distinguishing device is authorized.

★ **HOWARD, Bruce L.**, Hospital Corpsman 3rd Class, USN, posthumously, for meritorious achievement on 6 Sep 1967 while serving with a Marine unit in the Republic of Vietnam.

While in a convoy moving to a forward artillery position, Petty Officer Howard was a passenger in a jeep which struck a mine. Although wounded, suffering from concussion and entangled in the damaged vehicle, he rendered first aid to two other occupants also pinned by the wreckage. The combat distinguishing device is authorized.

★ **KINNEY, Richard L.**, Hospitalman, USN, posthumously, for heroic achievement in connection with operations against communist forces on 30 Apr 1967, while serving as a corpsman with a Marine unit.

While conducting an operation in the hills of Khe Sanh, his unit was pinned down by heavy enemy fire, and sustained several casualties. Hospitalman Kinney rushed forward through intense crossfire and moved from one wounded Marine to another administering medical aid. Although seriously wounded himself, he continued to aid other

casualties while under heavy fire until again wounded, this time fatally. The combat distinguishing device is authorized.

★ **MILLER, Tommy R.**, Hospitalman, USN, posthumously, for heroism on 5 Mar 1966 while serving as corpsman with a Marine unit in Vietnam.

Hospitalman Miller volunteered to assist corpsmen of another unit which was sustaining heavy casualties. He immediately rushed forward to aid a wounded Marine lying in a position exposed to heavy enemy fire. He then observed a wounded corpsman, also exposed to enemy fire at a distance of about 25 meters. He succeeded in reaching the wounded corpsman and began administering first aid when he was struck and mortally wounded by enemy fire. The combat distinguishing device is authorized.

★ **NEIGER, Ralph E.**, Commander, USN, for meritorious service from 10 Dec 1965 to 10 Nov 1966, as commanding officer of a heavy attack squadron.

CDR Neiger retrained his squadron for a second extended deployment to the Western Pacific after a short turnaround period. Although a reduction in personnel and aircraft complicated the training problem, he inspired his officers and men to meet the challenge and produce a unit capable of meeting all its commitments. As a result, his unit was able to launch 98 percent of its scheduled missions and save 20 fleet aircraft from being lost due to lack of fuel.

★ **NELSON, Richard A.**, Hospitalman, USN, posthumously, for heroic achievement on 14 Nov 1967 while serving as a Military Provincial Health Assistance Program Advisor in the Republic of Vietnam.

Hospitalman Nelson volunteered to accompany the District Advisory Team in an attempt to locate and assist a lost U.S. truck convoy. After being assured that the convoy had reached safety, the advisory team attempted to return to district headquarters when it was ambushed. Hospitalman Nelson was seriously wounded. After receiving two more critical wounds, he was taken to a Popular Forces outpost where he directed a team member in the use of items in his aid kit to treat his wounds. He succumbed to his injuries after being evacuated by helicopter. The combat distinguishing device is authorized.

★ **POTTER, William V.**, Boatswain's Mate 1st Class, USN, posthumously, for meritorious service from 25 Feb to 18 Jul 1967 in the Republic of Vietnam.

During this period, Petty Officer Potter was patrol officer aboard a river patrol boat. His skill, aggressiveness and devotion to duty resulted in the interdiction of several Viet Cong river operations. By his inspiring leadership and courage under fire, he upheld the highest traditions of the U. S. Naval Service. The combat distinguishing device is authorized.

★ **QUINN, Michael C.**, Seaman, USN, posthumously, for heroism while serving as a machine gunner aboard a river patrol boat in support of an Army platoon in the Republic of Vietnam on 28 Mar 1967.

When the platoon required medical evacuation for two wounded personnel, Seaman Quinn, without regard for his personal safety, leaped off the bow of his craft and ran up the riverbank to help take the infantryman to the boat. During this entire period

he was subjected to heavy Viet Cong fire. The combat distinguishing device is authorized.

★ **ROBINETTE, Hillary M.**, Lieutenant Commander, USN, for meritorious service from May to October 1966 while serving with friendly foreign forces in the Republic of Vietnam.

As psychological warfare officer on the staff of Commander Delta River Patrol Group, LCDR Robinette was responsible for psychological-warfare operations incident to the planning and early patrol stages of the river patrol force in the Mekong Delta. He participated in many patrols which came under intense enemy fire. The combat distinguishing device is authorized.

★ **SAPORITO, Ronald**, Electrician's Mate 3rd Class, USN, posthumously, for heroic achievement on 5 May 1968 while serving with friendly foreign forces in the Republic of Vietnam. While serving as an M-60 machine gunner on a PBR, he exposed himself to enemy fire to pull a wounded crewmember out of his gun mount. Petty Officer Saporito and two other crewmembers then went over the side, holding the injured man afloat. Once the PBR was beached, he exposed himself to enemy fire once again to carry the injured man ashore. He then climbed onto the exposed bow of the boat in an attempt to defend the position when he was mortally wounded. The combat distinguishing device is authorized.

★ **SHAPPEE, James M.**, Hospital Corpsman 3rd Class, USN, posthumously, for heroic achievement on 17 Dec 1966 while serving with a Marine unit in the Republic of Vietnam. When a patrol to which he was assigned came under close range fire from a large Viet Cong force, Petty Officer Shappee ran through the intense fire to aid several wounded Marines. He continued to assist the wounded while they were being evacuated in a hastily secured landing zone. The combat distinguishing device is authorized.



BRONZE STAR—Michael H. Champagne, HM2, is congratulated by LT-COL J. D. Counselman, USMC, after receiving the Bronze Star Medal in ceremonies at Camp Pendleton.

★ **SPISAK, Thomas J.**, Lieutenant Commander, USN, for meritorious service from 3 Jul 1966 to 29 Jun 1967 as shallow draft shipping division officer, Military Sea Transportation Service Office, Vietnam. He was directly responsible for operations of about 25 USNS and USS LSTs and an MSTC contractor's fleet of 19 tugs and 33 barges. He contributed materially to the success of Operation Oregon, the largest troop and equipment relocation since the beginning of the Vietnam conflict.

★ **TURNER, Robert A.**, Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 16 and 17 May 1967 while serving with a Marine unit in the Republic of Vietnam. When his unit came under intense fire, he immediately rushed forward where, exposed to the fire, he calmly carried out his duties. As the operation continued the next day, his unit again came under fire. He again moved through the fire, administering life-saving first aid to the wounded. He continued to aid the wounded in the open terrain until he was fatally wounded by an enemy mortar. The combat distinguishing device is authorized.

★ **TWEHOUS, Gene L.**, Hospitalman, USN, posthumously, for heroic achievement on 16 Sep 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. While riding aboard a lead amphibian tractor of a convoy, Hospitalman Twehous displayed great courage when the tractor detonated a mine, causing the fuel cells to rupture and explode in flames. He escaped the vehicle, but reentered upon hearing cries from a wounded Marine trapped inside. He succeeded in rescuing the man and extinguishing his burning clothing. He then began to administer to other casualties. The following day, while accompanying his unit across a stream, he was fatally wounded after assuring that all his comrades had made the crossing safely. The combat distinguishing device is authorized.

★ **VERMILYA, Jay "J"**, Commander, USN, for meritorious achievement as commanding officer of USS Edson (DD 946) while that ship was assigned to operation Sea Dragon in the Gulf of Tonkin. On 27 February to 1 Mar 1967, he directed his ship on daylight raids within 6000 yards of untested coastal defense positions to reach assigned targets. Despite encountering heavy crossfire from coastal batteries during raids of 27 and 28 February, he maneuvered to complete all assigned missions and withdrew without damage to his ship. The intelligence gained from these missions enabled following operations to be conducted with minimum risk. The combat distinguishing device is authorized.

★ **VAN VLECK, John J.**, Hospital Corpsman 2nd Class, USN, posthumously, for heroic achievement on 14 May 1967 while serving with a Marine unit in the Republic of Vietnam. When his unit was attacked by a North Vietnamese Army force, Petty Officer Van Vleck dashed through enemy fire to aid the numerous casualties. When evacuation helicopters arrived, he exposed himself to the fire once again to supervise placement of the wounded aboard the aircraft. He continued to treat the wounded despite a mortar round which exploded near him knocking him to the ground. His determination and efforts were instrumental in saving the lives of numerous Marines. The combat distinguishing device is authorized.

TAFFRAIL TALK

NAVY HOBBY SHOPS are not generally known for their shipbuilding activities, but the one at NAS Glynco, Ga., has at least one launching to its credit.

A 32-foot concrete (yes, concrete) cutter splashed off on her maiden voyage recently after eight months of construction in the yard outside Glynco's hobby shop.

Radarmen 3rd Class Zan Ricketson and Dennis Hebert built the concrete boat at a cost of about \$2000.

"Serendipity," as the boat was christened at the launching ceremony, has a draft of six feet and a mast 52 feet tall. Her sail area is 660 square feet. Of all steel tubular construction, her hull was covered with steel mesh wire and then plastered over with concrete. The roomy interior is finished in plywood and when completed will house six bunks, a large galley, head and storage space. Her auxiliary motor will supply 12-volt electrical service, and in the bilges are 8000 pounds of steel ballast.

Included in her construction are gratings from the quarterdeck of the carrier *USS Leyte* (CVS 32), and hull paint from Navy surplus stock.

The owners plan to live on board part-time and sail the boat around Georgia's Golden Isles and other points along the southeast coastline.

Many of the bystanders at the launching ceremony held their breath while the red and white concrete craft settled into the choppy water, but Petty Officers Ricketson and Hebert appeared calm. "We knew she'd float all along," they claimed.

★ ★ ★

Psst. Wanna buy an old car radiator for \$2000? We know where you can get one, but you might have to wait in line.

The demand for junk radiators was generated by Yeoman Seaman Albert Guibara, of NAS Alameda. This enterprising young Navyman cuts up an old radiator, mounts different-sized pieces on velvet-covered walnut, and produces a city skyline to hang on a collector's wall.

Guibara markets a full line of these radiator-based objets d'art, which he retails for between \$35 and \$2000. He's cagey about his earnings to date, but admits he has sold nearly 300 skylines and several by-products, such as miniature skyline bookends.

His work is marketed in Los Angeles, Chicago, New York and San Francisco, and may soon be placed in foreign markets.

Guibara's first skylines were not of any particular city, but products of his imagination. Often, however, collectors want a faithful reproduction of a certain city's skyline, and Guibara can oblige. He will do lengthy research on the city, sometimes even contracting a photographer to take aerial photos. For this kind of effort, a collector will pay \$2000 and get his radiator-sculpture the way he wants it.

Seaman Guibara rates credit for innovating an interesting new art form.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor. **DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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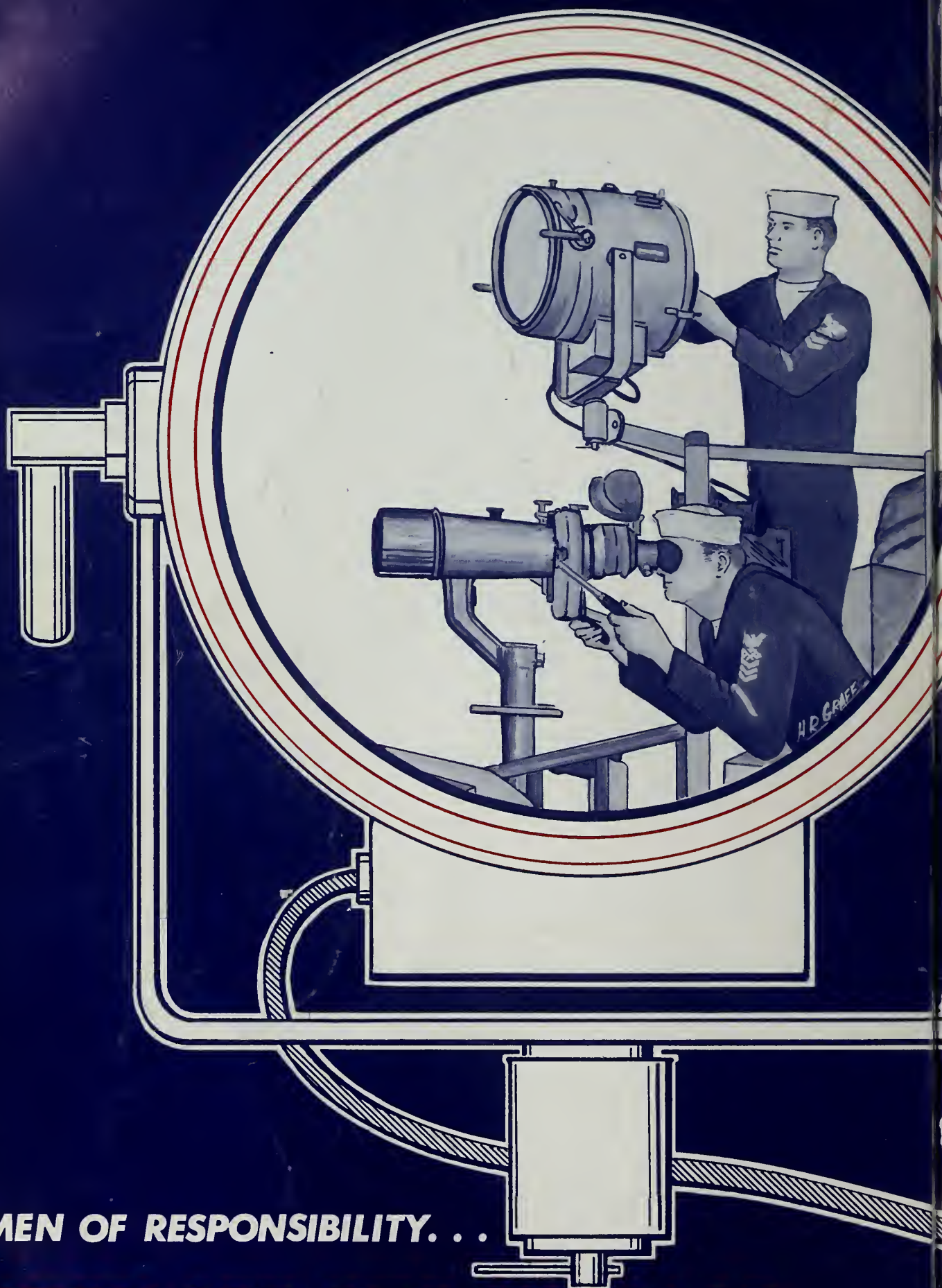
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● **AT RIGHT:** HIGH POINT—Fuel lines begin to snake across cable to an attack aircraft carrier alongside *USS SACRAMENTO* (AOE 1) during underway replenishment at sea.

—Photo by Robert D. Maeser, JOC, USN

ALL HANDS





MEN OF RESPONSIBILITY. . .

THEY GET THE MESSAGE

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for readers. All should
be read as possible.
COPY ALONG

DECEMBER 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1968

Nav-Pers-O

NUMBER 623

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The Chief of Naval Personnel

REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN
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64

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G. Vern Blasdel, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

• **AT LEFT: ON CAMERA**—The United States Navy Band and its Sea Chanters (rt.) dressed in 1820 Navy uniforms perform before the cameras at Naval Photographic Center, NS, Washington, D.C. Navy Band leader LCDR Anthony A. Mitchell (left) leads the group.—Photo by Ken Duggan.

• **FRONT COVER: DECKED-OUT DECKS**—Navy men, like their counterparts ashore, decorate their homes during the Christmas season, and the result is a blaze of color from the masts and railings of Navy ships throughout the world. USS King (DLG 10) and USS Dahlgren (DLG 12) are shown displaying their season's greetings while tied to the pier. Cover picture was supplied by Photographic Laboratory, U.S. Naval Air Station, Norfolk, Va.



DECKED OUT—Services on flight deck.



BUSY DAY—Chaplain Victor J. Moritato begins his Sunday visits.

ON THE BEACH—Navy chaplain holds Easter Sunrise Service at Da Nang.



NAVY MEN

FOR A CHANGE, let's talk about the Chaplain.

With 1100 men of the cloth in Navy uniforms, the Chaplain Corps has more members on active duty now than at any time since World War II.

Many have volunteered to serve alongside the Navymen and Marines who fight in Vietnam.

Others are career Navymen who have dedicated their lives to serving the Fleet.

The Chaplain Corps represents 47 denominations, including Protestant, Roman Catholic, Eastern Orthodox, Jewish, Latter Day Saints, Christian Science, Seventh Day Adventist and others.

Each chaplain has completed at least four years of college and three years of graduate training. He has been ordained by his church, and has its approval for his Navy service. His commissioned grade is at least LTJG.

Each chaplain is said to be responsible for the spiritual health of 1100 men. Accordingly, he must spread himself thin, and on many occasions must observe a seven-day work week.

In addition to his basic responsibilities for spiritual guidance, the chaplain handles emergency messages from home, holds group dis-

ALL HANDS



SUNDAY SERVICES are held aboard USS Hancock (CVA 19) and (rt.) USS Richard B. Anderson (DD 786) in waters off Vietnam.

OF GOOD WILL

cussions, organizes liberty tours, and often pulls collateral duties as library officer and welfare and recreation officer.

A "circuit rider" concept makes it possible for him to conduct more than one religious service each week; some hold more than one service a day. Riding the circuit, chaplains of force and type commands can extend their ministry to smaller ships which do not have chaplains assigned.

THE CHAPLAIN of a destroyer division, for example, visits four ships on Sunday and holds a separate service on each.

Moving by helicopter from one ship to another is a standard operation; the first such flight in 1948 was called a "Holy Helo-Hop." (A chaplain assigned to an amphibious assault ship made more than 100 holy helo-hops during a single deployment.)

However, Fleet chaplains have found that highline transfer is their most common, if not most comfortable, mode of ship-to-ship transportation.

The carrier chaplain (some 20 per cent of all Navy chaplains have served in this capacity) has duties which are in most respects similar to those

of chaplains on board any major ship on an extended deployment. His ministry includes a full range of services not only for the carrier Navy-men, but also for those on board accompanying escort ships. On Sunday, he routinely visits two or more escorts by highline transfer or holy helo-hop.

Service force chaplains work much the same way but often cover more territory. For example, during the early months of the Vietnam build-up, one SERV-PAC chaplain rode a circuit of 22 different ships; another carried out 24 different sets of TAD orders within a 21-month period.

Last summer, Chaplain Alvin B.

Koeneman and six other chaplains were attached to ComServGroup Three in WestPac with a sizeable "fleet" of ships of various types in their "parish." They moved from ship to ship, talking with the men. Chaplain Koeneman himself chipped paint with the crew and handled cargo while, as one young Navyman put it, "doing his thing." The chaplain would stay on board one ship for a week or so, and then transfer to another. Every two months, he visited ComServGroup offices in Yokosuka to catch up on paperwork and take a few days' leave. He then went back out on the circuit.

RIDING HIGH—Chaplain travels from ship to ship.



BECAUSE of their heavy travel schedules, Fleet chaplains use portable altar kits. One, carried in a suitcase which opens into a small altar, comes complete with cross (or crucifix), chalice, candlesticks and Bible stand.

Another, designed primarily for use in the field, contains the same basic equipment but is carried in a canvas pack, rigged with shoulder straps. This model perhaps is used most these days.

At least half of the chaplains on active duty have served in Vietnam. The Southeast Asia area has, in fact, the heaviest concentration of Navy

chaplains ever committed to one combat area. This means that virtually every Navyman and Marine who serves "in country" has access to a chaplain.

The chaplain is a familiar figure on the battlefield and often can be seen hitchhiking rides by helicopter, jeep or truck. He accompanies Marine battalions into combat; he provides the opportunity for formal worship; he is nearby to comfort the wounded and dying; he understands the confused, the depressed and the lonely.

Offshore, chaplains serve with every type command. At least one chaplain is assigned to each car-

rier and cruiser; destroyer types and ships of the amphibious, service and mine forces are visited regularly under the circuit rider program.

TYPICAL OF MANY chaplains who serve in Vietnam is LCDR Hugh F. Lecky, who, every chance he got, went on airborne medical evacuation missions. He flew more than 150 helicopter missions and became known as "Heli-Padre."

Chaplain Lecky once snatched a refugee child from the arms of a VC guerrilla who was using the child to conceal two hand grenades. The "heli-padre" pushed the VC away and ran with the child to safety in his helicopter.

On another occasion, Chaplain Lecky landed at Ba Gia the day after the outpost had been overrun by guerrillas. Ignoring the enemy fire, he administered last rites over a pilot and then began first aid treatment for others who had been hit.

At this point, an enemy round exploded near the chaplain and shrapnel tore into his leg. The heli-padre paused only long enough to cover his wound with a battle dressing, and then limped from man to man to continue his first aid treatments.

THE BRONZE STAR Medal awarded to LT Nathan O. Loesch of River Assault Flotilla One further symbo-

O'Callahan: Namesake Of Chaplain Awarded The Medal Of Honor



Chaplain's Namesake Goes to Sea.

This summer saw the commissioning of USS O'Callahan (DE 1051) at Boston, Mass. The ship is now based at San Diego, Calif. O'Callahan commemorates a member of the Navy Chaplain Corps who received the nation's highest award for extraordinary heroism "... at the risk of his life, above and beyond the call of duty."

The Medal of Honor was awarded to the late CAPT Joseph T. O'Callahan, a Catholic priest, for heroism on board the carrier USS Franklin (CV 13) during World War II.

Enemy bombs had turned the ship into what was described as a "raging inferno of exploding gas tanks and ammunition." *Franklin* was so severely damaged that few who saw her thought she could be saved. Only the firefighting and damage control efforts of her survivors pulled her through. Here's what happened:

On 19 Mar 1945, after maneuvering closer to the Japanese mainland than had any other U. S.

carrier during the war, *Franklin* launched her fighters for sweeps against Honshu and shipping in Kobe harbor. A single enemy plane swooped down through a cloud cover and dropped two armor-piercing bombs.

The first bomb struck *Franklin's* flight deck centerline. It penetrated to the hangar deck and exploded, demolishing the forward elevator and combat information and air plot centers. Fire spread through the second and third decks, sweeping among parked and armed planes. Everyone in that part of the hangar deck was killed.

The second bomb struck the flight deck aft, tearing through two decks and fanning fires which triggered ammunition, bombs and rockets. Explosions blew the after elevator up and to one side.

Almost immediately, the entire ship was enveloped in flames and heavy black smoke.

Franklin's commanding officer, CAPT L. H. Gehres, was knocked down on the bridge by the first explosion. He struggled to his feet and ordered full right rudder, hoping the wind on the port side would keep the flames away from planes on the after flight deck.

Making his way inboard, the captain saw that the after part of the ship also was on fire. He ordered the carrier to port, bringing the wind to the starboard beam, and slowed to two-thirds.

Bombs in the planes then began a long series of violent explosions. The Task Force commander advised CAPT Gehres to issue the order "Prepare to Abandon Ship," but



lizes the type of action the chaplain faces today.

On 4 Apr 1968, Chaplain Loesch was on board a heavily armored assault monitor, moving with some 20 other craft and a battalion of Army infantrymen in the Mekong Delta.

The boats were easing up the narrow Ba Lai River when the VC opened fire with rockets, recoilless rifles, automatic weapons and small arms. Two Navy men were killed instantly and 23 others were wounded.

Chaplain Loesch's boat, third in the column, took a rocket hit in the bow and was raked with machine gun fire, but the two lead assault support patrol boats were hit much

the CO replied that he thought *Franklin* could be saved.

As soon as some measure of communication was regained (all radio communication had been lost), CAPT Gehres directed all but key officers and men to abandon ship. Many took to the water immediately; others were blown over the side or driven overboard by fire. Destroyers which had been following the carrier picked up survivors.

Chaplain O'Callahan, then a lieutenant commander, was one of many heroes among 106 officers and 604 enlisted men who volunteered to remain on board. His Medal of Honor citation stated that he "... calmly braved the perilous barriers of flame and twisted metal; groped his way through smoke-filled corridors to the open flight deck and into the midst of violently exploding bombs.

"He organized and led firefighting crews into the blazing inferno, directed the jettisoning of live ammunition, and manned a hose to cool hot, armed bombs."

Nearly a thousand men were killed or wounded, but *Franklin* survived and Chaplain O'Callahan was credited with a major role in saving the ship. CAPT Gehres later described the chaplain as "the bravest man I ever saw."

On 23 Jan 1946, President Harry S. Truman presented Chaplain O'Callahan with the Medal of Honor. It was the first (and at this writing the only) time in the history of the Armed Forces that a military chaplain had received the nation's highest decoration.



DAYS OF SAIL—Chaplain of early Navy holds service topside.



DURING WW II—Cruisemen attend religious service on fantail.



TIME OUT—Morines take time for worship during Korean conflict.



HELI-PADRE LCDR Hugh F. Lecky, CHC, USN, receives the Purple Heart for combat wounds.



CHAPLAIN Nathan O. Loesch receives Bronze Star for action with river assault group.

Lay Leader Is Padre's Right Hand

You may be a good guy, but do you have what it takes to be a lay leader?

Commanding officers must assure that only qualified and devoted men are selected to lead religious services when a chaplain is not available. A lay leader is picked on the basis of his known religious interest, moral character, interest in others and ability to communicate. He may be a junior enlisted man or senior officer—any rating, any grade.

Lay leaders function primarily

at sea in remote areas. They organize and lead religious services.

The lay leader sees to it the service is orderly and dignified. He must refrain from formal preaching, specialized counseling or any other activity normally conducted only by an ordained minister. Of course, the lay leader may not administer sacraments, solicit offerings, or use his position to expound on personal theories or views.

If you're interested, check BuPers Inst. 1730.6 series.

AT SEA—Navymen participate in Jewish services.
Picture is one of religious scenes from photo library.



harder. One of the ASPBs went out of control; her crewmen lay wounded.

Although disabled itself, the monitor was maneuvered alongside the damaged ASPB; the monitor's crew brought the stricken boat under control and prevented her from beaching.

Chaplain Loesch, meanwhile, had also left the relative safety of the monitor, and, as enemy fire continued to zing about, treated wounds and did what he could to comfort the distressed Navymen. He moved from man to man, lifting morale. He then stayed on board the damaged craft and helped to evacuate the wounded men to a medical aid boat.

HUNDREDS OF CHAPLAINS have been cited for heroism and have been awarded decorations which include a Medal of Honor.

In Vietnam, Navy chaplains have received two Silver Stars, 32 Bronze Stars, 84 Navy Commendation Medals, nine Legions of Merit, and 35 Purple Hearts. At this writing, two chaplains have been killed in Vietnam action.

The history of the Chaplain Corps can be traced to the *Regulations for the Continental Navy* which appeared in 1775 and provided for chaplains to serve the Fleet. The first chaplain, William Balch, had no military rank. (It wasn't until 1899 that chaplains were appointed to commissioned grade, usually lieutenant.)

Early chaplains were able teachers, and were believed to have been instrumental in laying the groundwork for Navy training in a formal class atmosphere.

IN THE EARLY 1800s, for example, Chaplain Robert Thompson, a naval mathematician, conducted classes for midshipmen at the Washington Navy Yard and on board several frigates. Classes he held on board *USS Congress* were believed to have been instrumental in the evolution of the Naval Academy.

In 1845, when the Academy was formally opened, Chaplain George Jones was one of eight academic board members.

Chaplains also have been credited with key roles in the establishment of Navy welfare and recreation programs; among other things, they saw to it that modern laundry machinery



NAVY CATHOLIC CHAPLAIN holds Moss while at sea.

was installed aboard Navy ships.

Today's chaplains are no less interested in education and training than were their predecessors. Further, however, refinements in specialized training through the rest of the Navy have also evolved within the Chaplain Corps.

Rear Admiral James W. Kelly, 55, Chief of Chaplains since July 1965, has been interested in expanded "in-corps" training opportunities and enlargement of the lay leader program. He has made considerable headway. During the past three years, chaplain-type training has more than doubled.

- Approximately 35 per cent of the Navy's chaplains attend 16-week seminars which provide a refresher course in theological disciplines. These sessions are held annually at five major commands throughout the United States.

- Week-long Executive Development Seminars are held each year at three major colleges, one on each coast and one in the midwest. These sessions deal with "study patterns of interpersonal relations and group dynamics." (If you want to know what that means, you'd better ask your chaplain.)

- A Pastoral Clinical Training program was held at the Naval Hospital in San Diego last year to provide the chaplains with a formal background in ministering to the sick and dying.

- Fifty chaplains attend month-long marriage counseling courses, sponsored each year by the Marriage Counsel of Philadelphia and the Theological Union, Berkeley, Calif.

- The Senior Career Course introduced last year was four weeks in length and was the pilot course. The 22-week course, scheduled to begin in January 1969, prepares senior chaplains for supervisory and managerial responsibilities.

- At Camp Pendleton, chaplains with orders to Vietnam receive training in survival and first aid and get a better understanding of the religious needs of men in combat.

- More formalized training for the Navymen who double as lay leaders (see box) is being pursued on a large scale.

THE LAY LEADER PROGRAM, part of the Navy for many years, did not have many guidelines until as recently as 1960. The program now is becoming quite sophisticated.

The Chief of Chaplains, who has moved through the chaplain circuits for more than 26 years, has seen first-hand the value of giving official backing to lay leaders. However, he thinks the lay leaders he backs should be as qualified as possible.

Therefore, seminars are conducted at the force and district levels to give lay leaders a better understanding of their role and a working knowledge of religious training materials.

A program introduced last year at the submarine bases in Groton, Conn., and Charleston, S.C., gives additional training to lay leaders. Appropriately, this training is called LEAD (Laymen's Enrichment and Devotional Program). Here's how it works:

Lay leaders from SubFlot Two (Groton) and SubFlot Six (Charleston) attend a two-week LEAD course while their ships are in port. Classes are held from 0800 to 1600, Monday through Friday, with new groups formed every two months.

The LEAD curriculum emphasizes personal and social development, the mechanics of worship and the role of the lay leader on board ship. SubFlot chaplains conduct the classes.

The refinements in training for chaplains and lay leaders have not changed the CHC mission—the mission remains the same as it was nearly 200 years ago.

Today's chaplain, highly trained and highly dedicated, does his good work better.



GETTING ACQUAINTED — Choplain
A. B. Koenen chats with men of
USS Caliente (AO 53).



GOOD WORDS — Choplain comforts
wounded Marine on his way to surgery
aboard USS Tripoli (LPH 10).



DD VISIT—Destroyer Eugene A. Green
(DD 711) receives choplain's service
via chopper.



AIDING QUAKE VICTIMS—Navy men take linen and medical supplies to quake scene. Rt: Helping to clear debris.

HELPING HANDS—I

Navy Team Rescue



DAMAGE SURVEY — RADM Draper Kauffman surveys a collapsed building in stricken area. Below: Willie Hamilton, AMH1, enters a collapsed apartment to search for survivors.



IT HAPPENED early one morning before the city was awake. A violent earthquake hit a section of Manila, capital of the Philippines.

The tremor, one of the worst recorded in the country's history, crumbled a three-year-old apartment building, sending the structure's five floors crashing one atop the other, killing 300 of the 1000 occupants.

Dispatched to the scene were 120 U. S. sailors and marines from the Naval Station at Sangley Point. For two days they worked against time to lift debris in search of survivors.

The exact number of persons rescued by the Sangley team is unknown, but a report tells how, in one instance, Navy men cut through a cement wall three floors beneath

the collapsed building to rescue two small girls.

Briefly during the rescue efforts there were anxious moments when a second earth tremor shook the area. When this danger passed, the men resumed digging and searching amidst choking dust created by the use of their gasoline-powered jackhammers.

All around the building excavation equipment from the naval station was in use, while across the street a medical relief facility, equipped with blood plasma, morphine, stretchers and other medical needs, was set up in a schoolhouse where survivors were treated.

—Photos by Fred W. Chapin, JO1, and R. J. Sylvester, PH1, USN.

NAVYMEN helped speed the rescue of quake victims by clearing wreckage.





HELPING HANDS-II

Corpsman in Korea

ONE OF THE most effective counterinsurgency measures being undertaken in the Republic of Korea is the Remote Area Medical Program (RAMP).

Personnel of the Korean Navy Medical Center in Chinhae, Korea, frequently make boat trips to many of the hundreds of islands that dot the southern Korean coastline to supply medical care to the isolated islanders.

Chief Hospital Corpsman Don Hansen, a U. S. naval advisor to the medical center, has played a large part in the organization of the RAMP program. He and a group of Korean Navy doctors and hospital corpsmen recently visited the small, windswept island of Ji Shim 45 miles off the southern coast of Korea.

Most of the 142 residents of Ji Shim were in need of medical help. The doctors treated everyone from the bearded village elders to the babies, cradled on their mothers' backs in traditional Korean fashion.

While the doctors held sick call in the island's small, one-room schoolhouse, the hospital corpsmen saturated the area surrounding the village with mosquito spray to reduce the threat of malaria.

When sick call was completed, the villagers helped the medical team carry their remaining medical sup-

plies down the narrow, shaded footpath to their boat.

The islanders thanked the medical team for their help, and received assurance they would return soon.

"The look of appreciation on their faces really makes these trips worthwhile," Chief Hansen said.

CLOCKWISE FROM TOP LEFT: (1) Korean Naval doctor checks an ear during a visit to remote island. (2) Remote Area Medical Program team unloads medical supplies on one of the many small islands off the southern Korean coastline. (3) Chief Hospitalman Don L. Hansen, USN, an advisor to the Korean medical center, explains mosquito larvae and malaria to island youngsters. (4) Village elder of Ji Shim island greets team in traditional dress. (5) Korean hospital corpsman sprays to kill mosquitoes.

—Story and photos by John W. Gorman, PHC





ON CAMERA—Navy moviemakers shoot a film on sound stage at Naval Photographic Center, Washington, D. C.

HOLLYWOOD, NAVY

THE NAVAL Photographic Center in Washington, D. C., like many other commands, has found the Year of the 25th Anniversary an appropriate occasion to review her accomplishments. NPC has plenty to review.

Established in 1943 to produce training films for World War II specialist ratings, NPC has become one of the largest audio-visual communications centers east of Hollywood. NPC is the Navy's official movie-maker, and with 500 skilled craftsmen supports the Fleet in three major areas: motion picture, still photography, and photographic research and development.

It is the Motion Picture Department—by far the largest of the three—that best symbolizes NPC's success.

Sometimes known as "Little Hollywood," NPC produces approximate-

ly 150 motion pictures each year, many of them full-scale productions that are written, acted and filmed "in house."

The head of the Motion Picture Department, Commander Rudy Longo, USN, supervises four special divisions with 97 Navy men and women. In addition there are 179 civilian employees, all of whom specialize in moviemaking.

- The Productions Division, which includes a television branch, employs scriptwriters, animators, artists, editors, cameramen, sound engineers, directors and sound effects men.

- A Film Productions Supervision Division, comprised of five production groups, keeps track of all film projects assigned to NPC by the Chief of Naval Operations, including Navy films made commercially un-

der contract. This division also maintains liaison with the Commander, Naval Air Systems Command, the photo center's chain-of-command supervisor.

- The Film Depository, a division for film screeners and catalog specialists, plus information and research specialists, includes a training aids and film preservation branch with appropriate vault, library and records sections.

- The Laboratory Division develops and prints both color and black-and-white film, and handles all the film assembly, shipping and lab cost accounting.

NPC moviemakers have all their facilities in one building. The Motion Picture Department is self-sufficient from writing a script to mailing out a finished movie print.



MAKING LIKE HOLLYWOOD—Cameraman eyes stage. Below: United States Navy Band and Sea Chanters become subject of NPC team.

STYLE

LITTLE HOLLYWOOD does good work, but does not perform miracles. The Navy initiates requirements for several hundred motion pictures each year. About 20 per cent of them are produced at NPC; the others are contracted out and filmed commercially (but under close NPC supervision). In either case, NPC sees to it that Navy standards are met. The film must be made in accordance with its production schedule, and must be kept within the budget.

The meat of Little Hollywood's program is the training film. Motion pictures which instruct, inform and motivate first were used widely during World War II, and since have been adopted on a large scale by educational outlets in the Navy and elsewhere.

Little Hollywood also produces





REEL JOB—Nancy Patrick, PH3, checks film at the Naval Photo Center.

documentaries on Navy life: wintering-over in Antarctica, a study of the ocean floor, the development of a missile.

Making good movies requires plenty of talent and involves certain essentials which are observed both in a multimillion dollar Hollywood-type movie studio and the NPC sound stage.

Stories must be researched, sets constructed and camera angles and effects carefully studied. One brief scene may sometimes require hours of planning.

Special lighting often must be created. Exacting quality control must be maintained in the film processing labs, and footage must be carefully and creatively edited.

NPC's standards for production insist that each film must be produced as economically as its purpose permits. As a rule, films are short and are shot in black and white unless "teaching effectiveness" or other purpose of the film is enhanced with color. The movie never is longer than necessary to tell a story to an audience at one sitting.

IDEALLY, photography takes place at actual locations, and shows real equipment and real Navy men and women at work with their normal duties.

You'll never see the names of the "actors" flashed on the screen in a Navy movie credit line. NPC lists only the name of the studio which produced the film, and may give credit to the writer. Professional actors are rarely used.

Dialogue is avoided in training films unless necessary; NPC has found that off-screen commentary usually is more effective.

A production supervisor keeps the film moving through all phases. Each of NPC's 15 production supervisors has worked in the motion picture business for years as an editor, writer, film processor or stock selector. He sees to it the film is a professional job, is produced within the budget, and meets all underlying film objectives.

Little Hollywood always observes the standards of technical competence set by the motion picture industry. Photography is sharp, properly exposed, and well composed. The accent is on movement.

A TYPICAL NPC production is introduced quickly and tells members of the audience exactly what the movie is all about. No one should have to guess at its purpose.

Commentary is brief and to the point; words are used only to extend the meaning of the pictures.

Attention-getting devices, special effects, tricks and techniques used

ON HIGH—Camera boom lifts NPC motion picture photographers during filming sequence of the Navy Band.



solely for "production" value are avoided.

Music is used sparingly—only under titles, for example. However, if background music is important to a film's purpose, it may be used throughout.

Little Hollywood's Art and Animation branch employs craftsmen who can take an audience into places the camera cannot—into the world of the abstract, for example, or into the inner recesses of a machine.

Simple animation is preferred for Navy films. The animators often use filmagraph, a technique that makes still pictures appear to move (when actually it was the camera that had done the moving).

The body of the typical NPC-produced movie is organized around a small number of main ideas that are developed to achieve a film objective. The main ideas are kept prominent with the use of fadeouts, sequence titles and commentary.

Detailed development is slow and clear, with the primary emphasis on informative pictures.

A point constantly stressed is that each film must have integrity and be authentic.

Inept humor, sarcasm, ridicule and unethical appeals are ruled out. Every detail of the film must observe government policy and must avoid propaganda, self-aggrandizement and criticism.

NPC works closely with movie-makers of the other services. When it's clear that a training film would be useful to the Army, for example, associate technical advisers are assigned by the Army to provide the special support needed to make the film suitable to the needs of that service.

AFTER THE PRODUCTION of a film is underway, an editor assembles the scenes which arrive from location crews, the sound stage, film depository and animators, while other editorial technicians work on music and special effects.

For economy, stock footage from the film library is used in any new movie if possible. Chances are the film depository—with 100 million feet of stock film amassed over 25 years of Navy moviemaking—has the exact scene needed to further any action. Selectors know exactly where to look for a scene that will tell or add to a story. (Commercial motion

picture and television producers also find that NPC's filmed records of naval operations come in mighty handy.)

NPC's "library of sound" has a large collection of audio aids. This supply often is supplemented with specific sounds as the need for them arises. For example, an oscilloscope display of a heartbeat was specially recorded at the National Institutes of Health for a sequence in a medical film. The roar of a *Polaris* missile breaking through the ocean surface is another audio aid that Little Hollywood has used.

The hangar-like sound stage in Little Hollywood is used for filming scenes that cannot be obtained from the film library or on-the-job locations. The big, soundproof room permits simultaneous filming and sound recording without the interference of city noises, and is fitted with hundreds of special-purpose lights, each controlled at a centralized dimmer panel.

WHETHER A SCENE calls for a moody dramatic sequence or a brightly lighted overture featuring the Navy Band, Little Hollywood has the set, the lighting and the technicians to fix the scene just right.

The stage, said to be the largest in the Washington area, can be set up for several productions at the same time. A newscaster's backdrop for a biweekly TV report on Vietnam lies adjacent to an "admiral's office" setting. A replica of a ship's compartment is a few steps away, accurate in detail to squawk box, cabling, hatches and bunks. A typically American living room—complete with a picture window overlooking a garden—is set up on the other side of the stage.

No one person's creative contribution toward a motion picture has more direct impact than the editor's. Movies usually are made with brief scenes shot out of sequence. The editor tells the story by splicing hundreds of such scenes together. His choice of shot, scene length and overall pacing can make or break the movie.

The editor also improves the photography, if possible. If one shot holds too long on a building, or shows someone gawking at the camera, the editor relegates the offending part to the cutting room floor.

Three-track sound mixing also helps NPC production quality and



BOOMING BUSINESS—Photographer's Mate 1st Class A. D. Montgomery works on camera during shooting.

quantity. This involves a single recording with three separate stripes, one for music, one for voice and one for mixed effects. Any one of the tracks can be dropped and a new one inserted without disturbing the other two. For example, a foreign translation can be added to the voice track by re-recording the two "good" tracks with one revised stripe.

After the final cut is approved, the original film negative is conformed to the edited print so that a smooth version can be made.

A FINAL and highly important stage in the production cycle is the acceptance screening. This is when NPC's commanding officer, Captain J. J. Crowder, USN, plus the heads of the motion picture di-

visions and sound and art branches, review the finished film. The screening is coordinated by the production supervisor who sees to it that all key viewers attend.

Little Hollywood's laboratory division next gets into the production cycle on a large scale. The lab technicians say they have a full-service, large volume, high-speed capability. They could add highly technical.

A sophisticated color analyzer permits the lab workers to punch color and density corrections onto tape while they watch the film. The taped instructions then accompany the film into automatic, high-speed printers. The printers, developed commercially under Navy contract, are designed on a "light valve" principle, plus a precise program-decoding and memory storage unit. Without going into detail, it may be said the printers provide speed and quality, operating at 240 feet per minute. A 600 or 700 release print order can be filled without difficulty.

AFTER A FILM is in the can, NPC's moviemakers breathe easier, but still aren't finished. The Center maintains distribution control over its films, and always wants to know exactly how well a movie does.

Movie-watchers in the Fleet are questioned concerning the number of screenings and the size of each audience. Answers are fed into data processors which feed back information on Fleet usage. This aids in distribution and helps to plan productions.

The Navy's current approach to moviemaking started with the construction of NPC at its Washington site near the Anacostia River, two miles south of the Capitol building.

Designed for the Navy by private industry and built at a cost of \$5

READY TO GO—NPC film distribution gets finished product out to the Fleet.





CAMERA, ACTION—The meat of Little Hollywood's program is training film.

million, the big, red-brick building was known as the Photographic Science Laboratory when it opened in February 1943.

The first employees were professional film lab technicians, photo scientists, educators and directors recruited from business and industry throughout the photographic profession—many of them from Hollywood. Their job was to produce motion picture and audio slide training films for specialist ratings introduced early in World War II.

THE WARTIME moviemakers produced more than 3000 training films which depicted the technical aspects of fighting a naval war.

At the same time, a research and development group was formed to improve photo systems and techniques. The R & D group's new ideas for aerial roll film and processors assisted in the Navy intelligence effort.

The still picture department, meanwhile, brought the impact of war to the American public through a steady stream of combat photos.

(Although highly classified at the time, NPC still-photo specialists also helped to pioneer microfilm techniques and, working in another subspecialty, pieced together photo-mosaics of the Normandy beaches.)

At the end of WW II, most of the civilian employees returned to private industry. However, they left behind one of the largest motion picture and still-photo libraries in the world. And, they had established a tradition of professional quality.

During the 1950s, NPC's R & D group visited Antarctica, worked deep under the water and probed far into space, testing cameras and film that could be used under any condition. Among other achievements, the group developed the first underwater panoramic camera.

At the same time, NPC's moviemakers chronicled the Navy's scientific and geographic achievements, and met a demand for training films generated in Korea.

By the late 1950s, NPC had its first color film processing installation. In 1958, the center produced a 35-mm color documentary "Internation-

nal Fleet Review," which was accepted for showing at the International Film Festival in Edinburgh, Scotland.

NPC TELEVISION appeared early in the 1960s, and meant that a Navy message could be screened in a matter of hours with film, or minutes with videotape, or instantaneously through closed circuit.

The heart of NPC-TV lies in twin television tape recorders which translate the video image either directly from the camera or from tape to 16-mm film. The equipment has a built-in "electronic editor," which permits a show to be stopped if a fumble occurs. The director can return to the last good portion, and then continue with a retake.

The latest addition to NPC-TV is a custom-built van. By using the mobile unit, entire shows, or portions of staged shows, can be made on location. (Little Hollywood no longer must be satisfied with an old background slide of the Nation's capitol when the real thing is only minutes away.)

Built to NPC specifications, the air-conditioned van is valued at \$130,000. It carries three cameras and a videotape recorder with electronic splicer. A mobile generator can be used for power.

Much of the Little Hollywood workload now is focused on Vietnam. Another generation of training films has been developed, this one sprinkled with "pacification," "paramilitary," "Riverine" and "search and destroy."

NPC IS THE central clearing house for strike footage, the special film which documents the aerial combat over Vietnam. The cameramen are carrier-based pilots who fly the strike missions. Since the program began in April 1965, film has been gathered which shows, among other things, rocket runs on enemy storage areas and A-4 Skyhawks hitting highway bridges and supply barges.

Strike footage pilots use color film; their cameras are mounted in pods under the wings or the fuselage of the aircraft. Following a mission, the film is rushed to NPC for processing and screening. Scenes designated for public release are sent to a press pool in the Pentagon where they are distributed to civilian

VIDEO TOO—NPC-TV joined the Navy Photographic Center early in 1960s.



TV and newsreel representatives.

Copies of the strike footage also are sent for review to Fleet commanders and the pilot-cameraman involved. (The film is handled on a priority basis for quick delivery to Washington from Saigon, and vice versa. A complete evaluation print usually is in the hands of the pilot less than one week after he clicked off the pictures.)

Another trend is to send small units, usually writer-director-cameraman groups, out in the field to film the Navy story. One such group, the NPC-based Chinfo Unit, is dispatched by the Chief of Information to film such diverse subjects as medical teams in combat, scientific explorations or the recommissioning of a battleship.

Such productions usually take the form of 30-minute color documentaries, and are distributed to television stations throughout the United States. Credit the Chinfo Unit with such productions as "Eye of the Dragon," "Gentle Hand," and "River Patrol," which you may have seen on your TV at home.

OTHER NAVY cameramen who get in on the action are members of the Combat Motion Picture Team. The MoPic team records jet strikes, artillery bombardments, Sea Dragon ships firing on their targets, amphibious assaults and training maneuvers.

Last winter, the MOPic team's original office in Saigon was demolished by a terrorist bomb, but the team was on the move as it is most of the time. (Members of the team make only brief visits to their new Saigon office to complete data sheets and scripts, and then are off on another assignment.)

Another special project coordinated by NPC is a monthly documentary which chronicles the activities of the President. As the President's official cinematographer, NPC has produced motion picture footage that historians consider highly valuable.

Major trips of the President, including the final days of J. F. Kennedy; intimate glimpses inside the Cabinet room and the President's oval office; all have been recorded by NPC moviemakers.

AS GOOD AS they are in the field, residents of Little Hollywood can always find time to discuss new ideas and learn from the outside.

DECEMBER 1968



SET WORK—Realistic set and skillful camera work make good training film.

A continuing education program at the center features weekly screenings of International Film Festival entries, Academy Award winners, and superior industrial films. Each showing is followed by a critique, which often is led by the film's producer.

Each year, NPC sends representatives to seminars, conferences and special training workshops. These help to keep the Navy apprised of advances in equipment and motion picture concept.

A representative of Little Hollywood also attends International Film Festivals and at Genoa, Italy, this year, received a silver cup for the NPC production "Scientists in the Sea."

Physically and administratively, NPC has not changed much since her cameras started rolling in 1943. Admission to the center still is closely controlled through the use of per-

sonnel ID badges. No one can get by the sentry's desk in the lobby without showing the proper credentials.

Copper and steel used in the original maze of chemical piping have given way to plastics, and equipment replacements sometimes force alterations in floor plans and utility lines.

Highly noticeable to those who keep track is NPC's production history. Records compiled during the past 25 years show that Little Hollywood has produced or supervised the making of more than 11,000 full-scale motion pictures, and has participated in additional thousands of special film projects.

—Story by Dan Kasperick, JOCS, USN
(Photographs on pages 11 to 15 by Ken Duggan. Photograph on page 10 by Photographer's Mate 1st Class R. Byers.)

ON SPOT—NPC's \$130,000 television van allows shows to be made on site.



NEW DEVELOPMENTS IN THE EXPLORATION OF

INNER

SECRETS LURK beneath the ocean's waves and the Navy proposes to unlock them, using for keys the five major programs of its Deep Submergence Systems Project (DSSP).

They are: Man-in-the-Sea (See ALL HANDS, October 1968); Submarine Location, Escape and Rescue; Object Location and Recovery; Large Object Salvage; and NR-1 (Nuclear Powered, Deep Submergence, Rescue and Ocean Engineering Vehicle).

Interest in a Deep Submergence Project is by no means new. It began with the 1958 purchase of *Trieste*, the bathyscaph in which Lieutenant Don Walsh descended in January 1960 to 37,800 feet (the deepest known ocean depth).

Trieste was admirably suited for such an expedition but, when the bathyscaph was employed to locate *Thresher's* wreckage in 1963, it became apparent that a more maneuverable vessel capable of great depths was needed.

This recognition stimulated formation of the Deep Submergence Systems Review Group, which analyzed the Navy's capabilities in the ocean, planned for the future and recommended operational capability changes.

The review showed that underwater rescue and the recovery of sunken objects were severely hampered by dependence on surface ships and support equipment—especially when operations were conducted below

850 feet, in rough weather or under ice.

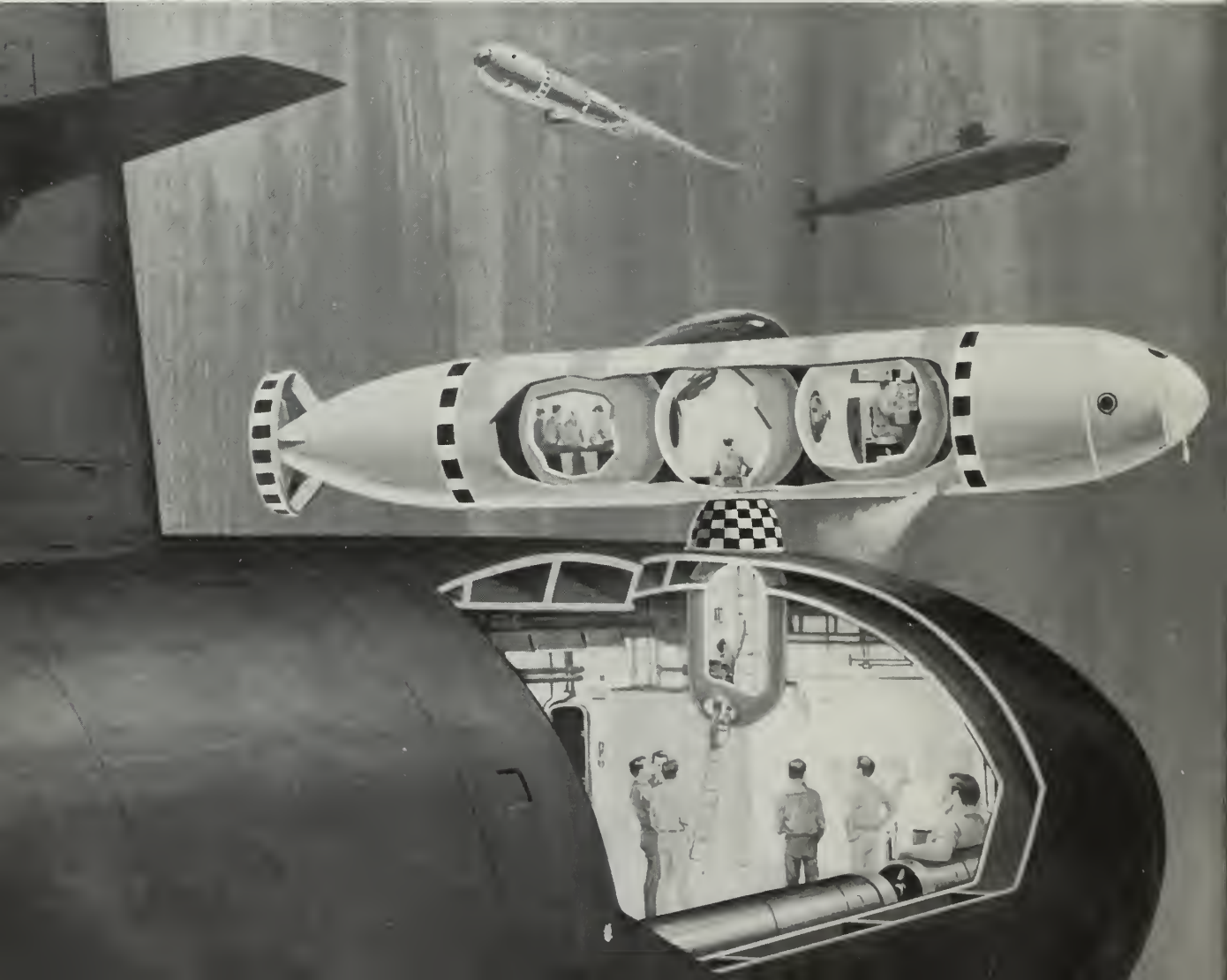
The group, therefore, recommended the Navy begin a detailed program to improve its capabilities for deep-sea search, rescue, salvage and diving.

Submarine Location, Escape and Rescue

The program's highest priority was given to a system for rescuing crewmen from submarines disabled in the relatively shallow areas (850 feet or less) of the continental shelf.

The means chosen was a Deep Submergence Rescue Vessel (DSRV) which had demanding specifications—it had to be air transportable to any part of the world and capable of riding piggyback on a submerged

ON THE WAY—Artist's conception shows Deep Submergence Rescue Vessel (DSRV) coming to aid of troubled sub.



SPACE

submarine in all kinds of weather and under ice as well.

When the DSRV-1 is delivered, it will be taken to San Diego for sea trials and about 10 months of testing at the San Clemente Island range off California's southern coast.

During this period, the rescue vehicle must operate at its maximum operational depth and mate with a simulated disabled submarine hull on the ocean floor. The tests should show that DSRV-1 is capable of supplying the compartments of the sunken submarine with large quantities of lithium hydroxide (for purifying the air) and oxygen and transferring the crew to the surface within 24 hours.

The diesel-electric submarine USS *Salmon* (SS 573) is being fitted to act as a mother ship to the DSRV-1, which will be locked down for the ride on *Salmon's* main deck aft of her sail and transported to the site of the simulated wreck.

The submarine rescue vehicle's effectiveness will be partially proved when it establishes a connection with the hatch of the ersatz wreck near San Clemente.

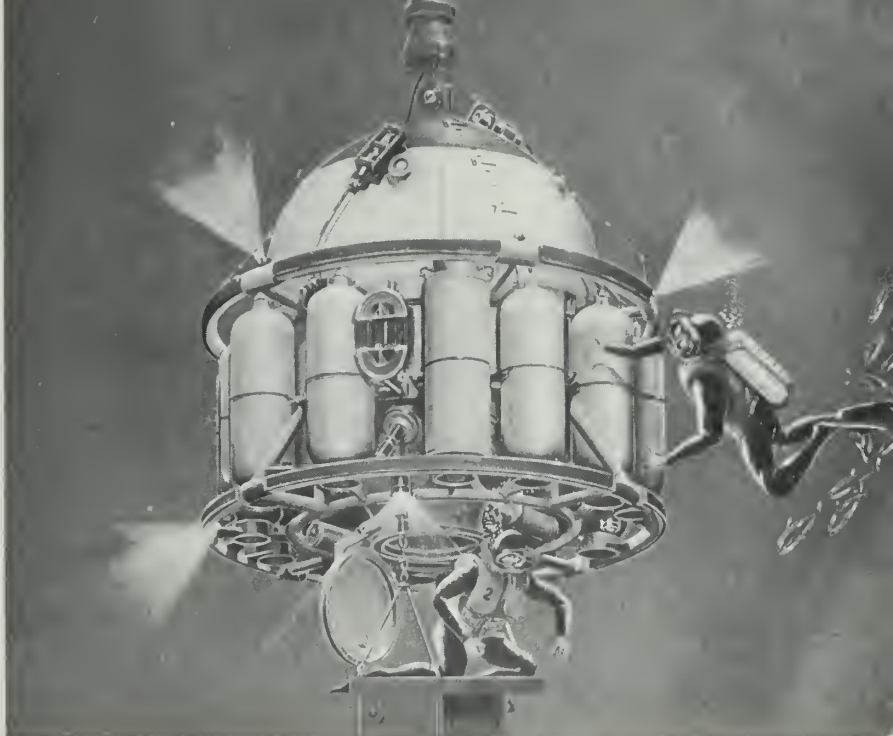
Salmon will be underway when she frees the rescue vessel which may then have to buck a strong current while locating the disabled submarine and its hatch.

If the water is clear (50 or more feet) the rescue vessel can use its optical sensors and viewports in its search. In murky water, however, the DSRV must depend upon sonic detectors.

When the disabled submarine is found, its buoy cable will be cut and the DSRV will hover over the sub's hatch like an underwater helicopter, using its stern propeller and four ducted thrusters to provide power in any of five degrees of freedom—pitch, yaw, surge, heave and sway. A sixth degree, roll, will be controlled by a mercury trim-and-list system.

If turbulence around the wreck's hatch inhibits the rescue vehicle's hover, the DSRV-1 will attach an anchor and a hauldown grapnel hook to the sub's hatch to position the transfer hood over it.

A hydraulic shock system will pro-



UP AND DOWN—Personnel transfer chamber (PTC), an elevator-like diving station, provides transportation for divers from ocean's surface to bottom.

tect the hatch from damage from stresses and hard bumps.

When a satisfactory connection is made, water will be forced out of the rescue vessel's transfer skirt to equalize internal pressure between the DSRV and the disabled submarine. The hatches can then be opened and survivors can be transferred.

Object Location and Recovery

Another facet of the Deep Submergence Project includes work on a Deep Submergence Search Vehicle (or DSSV as it is more handily known) which will be capable of recovering small objects and explor-

ing the ocean floor to a depth of 20,000 feet.

Eighty per cent of the ocean depths are below the operational capability of submarines and, except for the U. S. Navy's *Trieste* and the French *Archimede*, there are no known deep submergence vehicles which can at this time descend into these cold areas of darkness and great pressure. Even *Trieste* and *Archimede* are severely limited in respect to lateral movement and underwater endurance.

Specifications for the DSSV require that it remain submerged for 30 hours and travel at five knots with a 50 per cent reserve power supply.

To meet the demands made upon it, the pressure hull of the DSSV probably will be built of advanced materials such as titanium or high-yield steel, and synthetic foam will be used to provide necessary buoyancy.

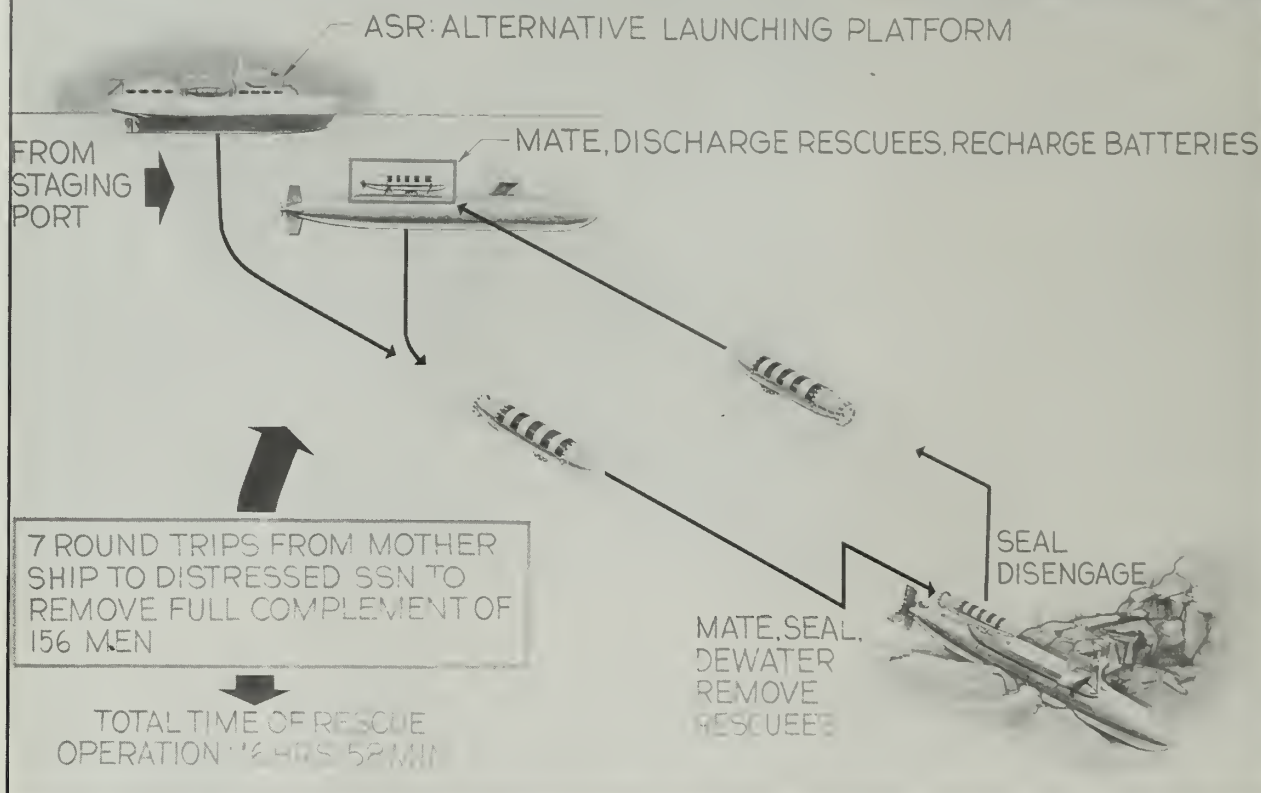
A silver-zinc battery, if it were to be used in the DSSV, would consume more than 200 cubic feet of the rescue vehicle's space and weigh between 21,000 and 25,000 pounds.

These drawbacks indicate a need for another type of power source and the DSSV may, therefore, become the first deep submergence vehicle to employ a fuel cell as a primary power system.

DEEP PIONEER—Bathyscaph *Trieste* led present studies in deep submergence with dive to 37,800 ft. in 1960.



DSRV RESCUE OPERATION



HERE'S HOW the Deep Submergence Rescue Vessel, under construction, will operate as part of sub rescue team.

Next year, work will begin on the development of a fuel cell power system which will provide an endurance of about 1000 kilowatt hours and maintain 50 kilowatt hours of sustained power for four hours. The cell also will be expected to produce 25 kilowatts for 32 hours out of each 36-hour mission.

Other specifications for the DSSV require that it be maneuverable and that its sensor system be capable of locating even small objects on the ocean floor.

Once the object of the search is found, the DSSV will, of course, be expected to recover it or, if it is too large for the vehicle's capabilities,

the DSSV will help other recovery devices to lift the object.

Like the submarine rescue vessel, the DSSV will also be carried piggy-back on a submarine. However, the mother sub will be nuclear powered rather than diesel powered. Air transportability is not required.

Although the DSSV's development is only in the beginning stages, current plans indicate it probably will be about 50 feet long and 11 feet in diameter.

Its weight will probably be about 78,000 pounds out of water and it will carry four men—two for the crew and two for relief.

Long-range plans now call for the construction of four search vehicles—two each for the Atlantic and Pacific areas.

Large Object Salvage System (LOSS)

The Large Object Salvage System (LOSS) is another major program of the Deep Submergence Systems Project. It is needed to recover, intact from depths as great as 850 feet, large objects having a dead-weight of about 1000 tons—subma-

FUEL MOCK-UP of DSRV-1 shows how real one will look when it is delivered.



rine hulls would be an example.

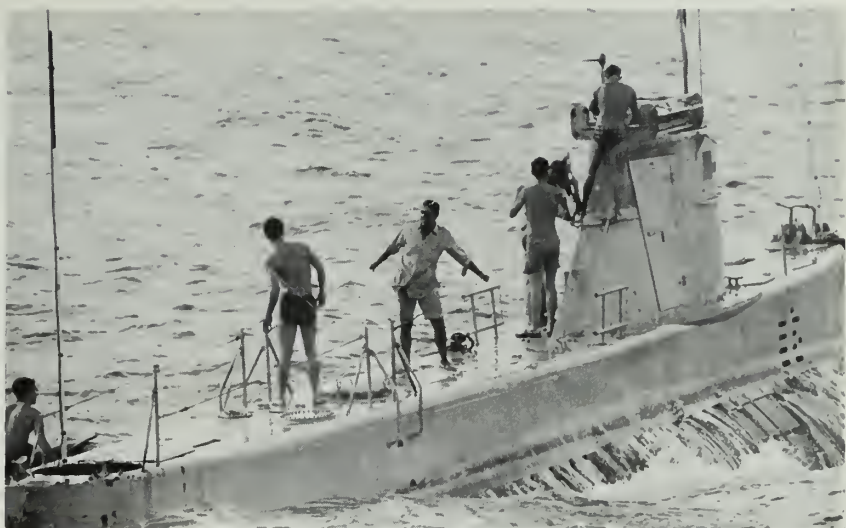
Rigging the submarine hull (or another salvage object) will be the hardest job to be done by LOSS. Divers, therefore, are of prime importance and helping them do their work will be the salvage system's most important function.

LOSS operations will be centered aboard a Submarine Rescue Ship (ASR) whose decompression chambers, gas supplies and personal transfer capsule will directly serve the divers.

A computerized control center in the ship will also ease the divers' work by digesting information received from the ship's lift mechanism gauges and ship bottom sensors while the salvage operation is in progress.

After the LOSS divers have rigged the salvage object for lifting, it will be raised by pontoons capable of lifting about 1000 tons and by two winches each of which can hoist 75 tons. Two barges will provide control as well as lifting power.

Eventually, the LOSS system may be capable of raising 5000 tons of



BOTTOM WORK—Bathyscaph Archimede and team members surface after nine-hour dive to 21,000 feet into Bronson Deep in Puerto Rican trench.

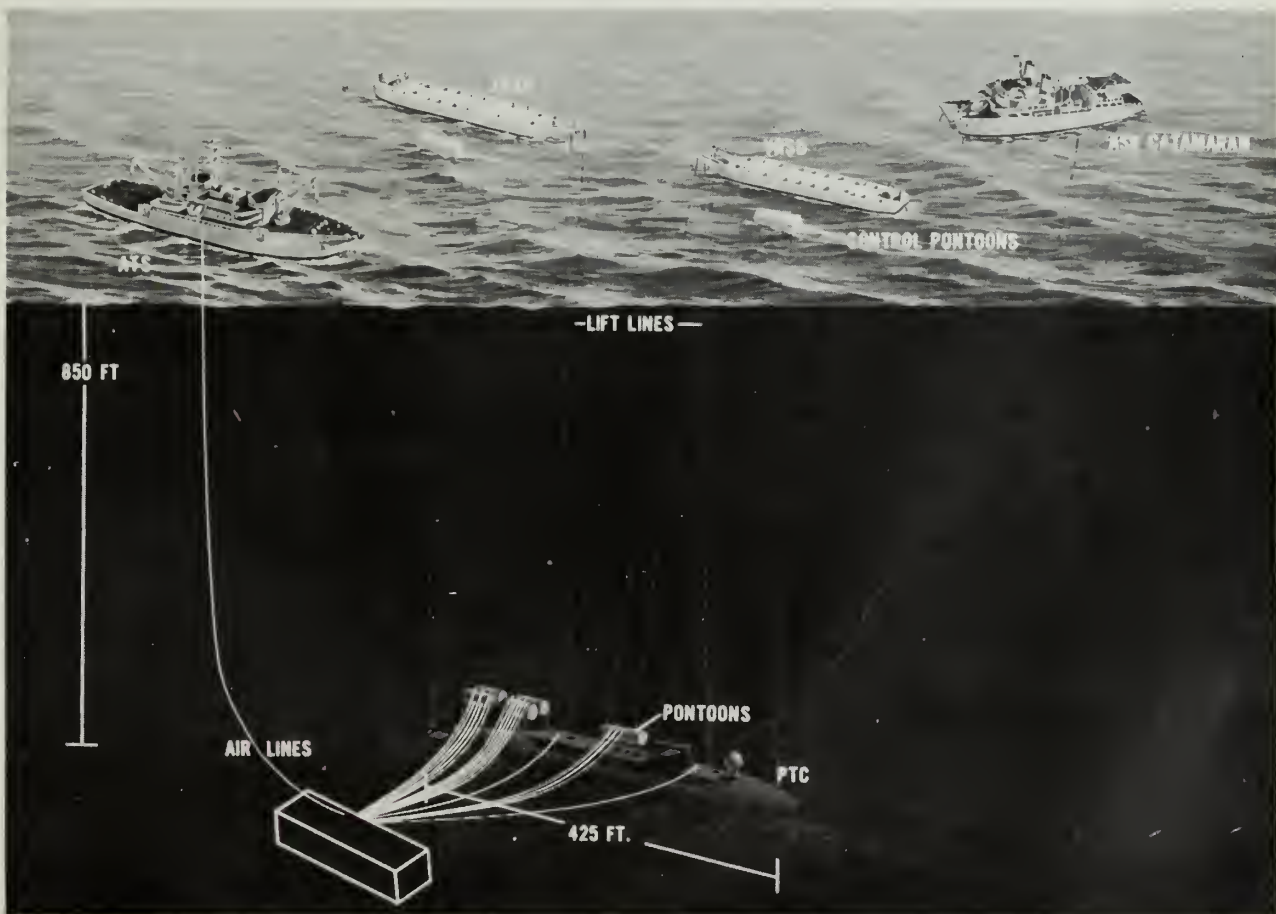
deadweight (a totally flooded submarine, for example) from depths which would collapse its hull.

If such capability ever is achieved, shipboard winches probably would do the lifting while manned submersibles would do the work

otherwise done by divers at lesser depths.

The ship would then transport the wreck beneath it until the hulk could be grounded in water no deeper than 500 feet. The wreck would then be raised to the surface.

BRING 'EM BACK—Drawing shows one plan for Navy's Large Object Salvage System (LOSS) now under development.





SACRAMENTO DELIVERS—Helicopter picks up a load of cargo for airborne delivery. Rt: Crewmembers load mail.

ONE-STOP SHOPPING

VISUALIZE a shopping center, complete with a service station, grocery store, cobbler shop and a drug-store wheeling up to your house every third day, and you'll have a pretty good picture of the fast combat support ship *uss Sacramento* (AOE 1).

If the Navy is to keep aircraft carriers and other combatant ships on the line, they must be supplied with petroleum products, ammunition, freight, mail and provisions.

With this in mind, ship designers

were called upon by the Navy to design a ship such as *Sacramento*, commissioned 14 Mar 1964.

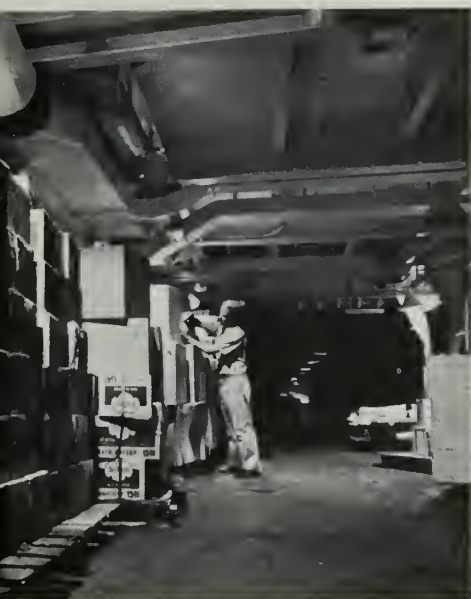
Combining in one ship the functions of three major service force ships—the fleet oiler, the ammunition ship and the refrigerated stores ship, her deck layout and cargo handling equipment enable *Sacramento* to adapt to almost any situation no matter where she is or what the state of the weather. She is able to service the smallest patrol craft or the largest aircraft carrier.

Since her commissioning, it has been learned that she has been capable of far surpassing her basic expectations and has been able to include many fringe jobs not contemplated when originally designed. She can carry more oil than most oilers, more ammo than most ammunition ships, and as much food as a refrigerated stores ship.

During her third Vietnam deployment, *Sacramento* completed more than 570 replenishments and, in doing so, provided her customer ships

ON THE LINE—M. Phelps, SN, maintains tension on winch during delivery. Rt: Seaman prepares fuel line rigging.





PROVISIONS are checked out below.

CENTER

with more than 38 million gallons of aviation gasoline and more than 2000 short tons of provisions and freight.

She also provided transportation for 930 passengers for transfer to other ships, delivered 57,140 pounds of mail, supplied almost 254,000 gallons of water and transferred more than 14,000 short tons of ammo.

IN THE VIETNAM AREA, a typical cycle consists of from 15 to 18 days on Yankee Station, a high speed

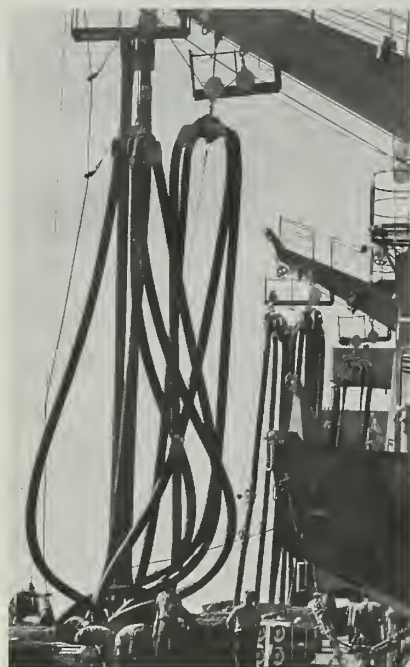


ROUTINE—Forklift operator moves cargo to elevator. *Rt:* Fuel and cargo are transferred to *USS Hornet* (CVS 12). Above: *USS Sacramento* (AOE 1) supplies *USS Boston* (CA 69) and a guided missile destroyer with necessities.





ON THE BOOKS—CWO J. J. Skapin, assistant cargo officer, and W. G. Whitlatch, SK2, plan breakout for replenishment. Rt: J. M. Gillett, MMC, issues orders to M. R. Richardson, MM3, and N. J. Adwell, MM2, USN.



run to port for reload, five to six days in port to load, then a high speed run back to Yankee Station.

While on station with ships of the 7th Fleet, the ship operates on a three-day replenishment cycle—a day with the attack carriers and their support ships, a night with the Sea Dragon cruisers and destroyers, a day through the Market Time area along the Vietnam coast, and then back to the carriers.

Sacramento is one of those newer type logistic ships which includes a helicopter flight deck, capable in this instance of supporting two jet turbine *Sea Knight* helicopters.

Helicopter cargo delivery, at rates up to 4000 pounds per minute, is performed day or night, at long or short ranges, providing services while not interfering with the tactical situation or the customer ship.

The use of helicopters permits

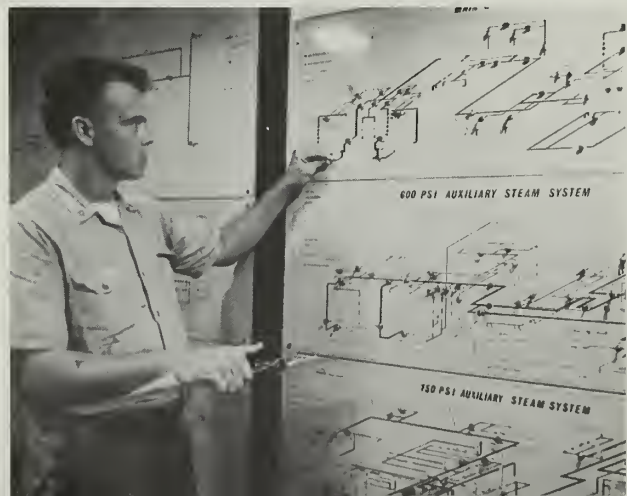
Sacramento to transfer provisions and ammunition much faster than the receiving ship can put it away. During her latest deployment, 40 per cent of all cargo was transferred by vertical replenishment.

During this deployment, the helicopters flew a total of 544 hours to provide replenishment services. The helo detachment, from Helicopter Combat Support Squadron One, based at NAS Imperial Beach, Calif., is made up of five officers and 20 crewmen.

Unofficially speaking, one of the reasons for the popularity of choppers is their ability to transfer highly perishable items such as ice cream without the problem of melting.

More formally, the helicopters meet with command approval because they are able to provide supplies to ships 40 to 50 miles from the mother ship.

ON THE GO—D. Crawford, EMFN, takes a generator reading. Rt: A. F. Smalling, ICCS, mans main steam system status board. Above: Fuel lines hang high and ready for delivery to the next customer that comes alongside.





HARD HATS—H. M. Allen, SA, pulls line to winch at one of the refueling stations aboard *Sacramento*. Rt: Winch rigging is readied by member of gang.



OTHER ADVANTAGES the ship has over most oilers are its fueling probes, which reduce coupling and connecting time. The probes are similar to those used for in-flight refueling of aircraft. They permit *Sacramento* to be hooked up and pumping fuel within nine minutes after coming alongside a customer ship.

She is equipped with 15 replenishment stations, with each cargo station capable of transferring a load to a receiving ship in 90 seconds.

On a normal underway replenishment, with a carrier to port and a destroyer to starboard, the 110-man deck force is able to transfer approximately 300 tons of cargo per hour.

Sacramento's cargo includes 123,700 barrels of petroleum products, 1890 tons of ammunition, including missiles, 250 tons of dry stores and 250 tons of refrigerated products,

miscellaneous cargo and mail.

A great deal of planning goes into each underway replenishment. A ship does not simply come alongside and place her order. A customer ship is required, theoretically, to place her order by message 48 hours in advance. However, emergencies do arise, and on one occasion, *Sacramento* was able to provide a destroyer with 10 tons of stores on one and one-half hours' notice.

When an order is received, the Supply Department begins planning for the breakout. For an aircraft carrier that will require 170 tons of cargo, this will mean 10 hours' work.

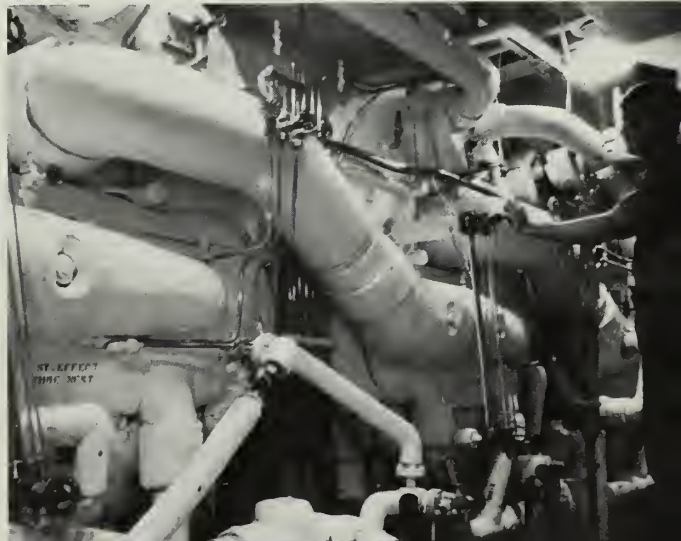
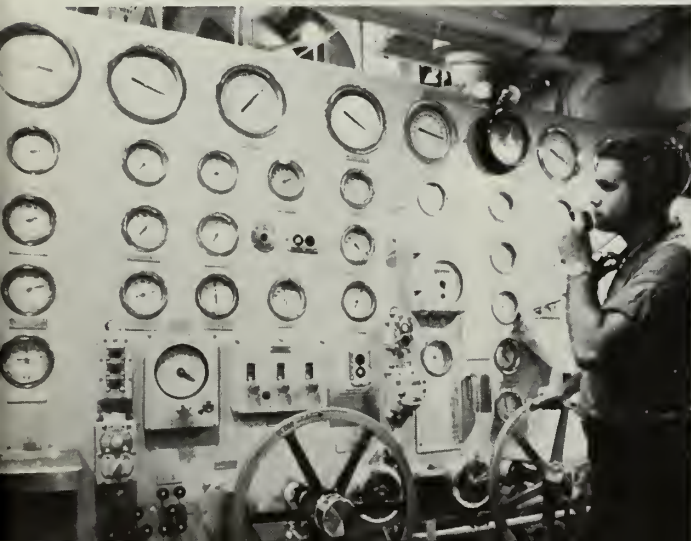
EACH DAY an UnRep/VertRep committee meeting is held in the Captain's office to plan the next day's schedule. Attending the meeting will be all key officers, including the CO,

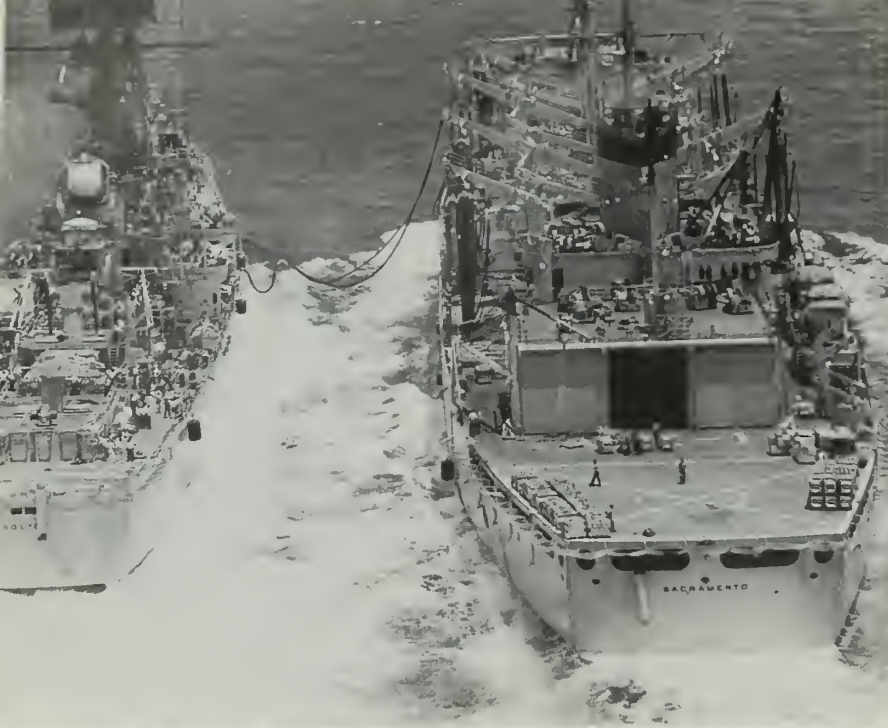
XO, operations, weapons, aviation, supply, communications and boat deck officers and the navigator.

During this meeting each customer ship is discussed and the necessary requirements for the replenishment are assigned to the cognizant department head. Included in the discussion are such items as which fueling station will be used, which transfer station for a particular type of cargo, and what cargo will be transferred by helicopter.

At times, however, an unscheduled customer will show up. On one such occasion, a *Swift* boat came alongside *Sacramento* with a request for the purchase of a package of razor blades from the ship's store. This was followed by a (scheduled) transfer of 654 tons of ammunition to *Enterprise*.

DIALS AND WHEELS—S. J. Malayter, FA, talks with bridge at control board. Rt: W. E. Frazier, FA, checks evaporator.





Another major factor in aiding *Sacramento* to live up to her billing as a fast, fast combat support ship is her speed. Her engine room was designed to use two of the steam turbines originally built for the unfinished battleship *Kentucky*, capable of providing 100,000 shaft horsepower. This permits the ship to travel at speeds greater than 25 knots.

As the ship can provide replenishment day or night, the crew is often called upon to work 18 hours a day. This occurred during *Sacramento's* last deployment, when she replenished four carriers in 23 hours.

However, when the 600-man crew does have an opportunity to relax, they relax well, amidst the most comfortable and modern living conditions available aboard a military ship. All compartments are air-conditioned, and the men eat in air-conditioned mess decks.

Mealtimes can be a problem while replenishment is underway. To cope with this, hot meals are available 20 hours per day and, during this period, the galley will serve more than 2200 meals.

It's all a part of *Sacramento's* creed, "Ready for Service."

—Story by Bill Case, JOC, USN.

—Photos by Robert D. Moeser, JOC, USN.



FROM THE TOP: (1) *Sacramento* fuels a guided missile cruiser while underway. (2) Crewmembers square away their bunks in the modern air-conditioned living spaces aboard the AOE. (3) J. N. Poplow, QM3, serves as helmsman. (4) *Sacramento's* skipper CAPT J. W. Collier adds another number to the ship's scoreboard. (5) D. S. Silverstein, SK3, loads provisions on pallet to be conveyed topside.



Self-Contained Fix-It Shop

VIET CONG harassment not withstanding, the Navymen assigned to YRBM 17 at Dong Tam have at least one advantage—they don't buck commuter traffic. They sleep, work and eat in their YRBM and, if anyone is under the weather, he can consult the resident hospital corpsmen.

This combination home, workshop and infirmary is a special craft adapted to the combat techniques of the Joint Army-Navy Riverine Force in Vietnam whose headquarters are also at Dong Tam—about 50 miles south-east of Saigon.

The Navy made the local scene in March 1967 and YRBM 17 arrived a month later. Assisted by APL 26, it provided support facilities to Navymen and Navy craft of the newly formed Mobile Riverine Force of River Flotilla One.

The spring and summer of 1967 were occupied principally with dredging and construction operations. During this time YRBM 17 fed more than 300 men every day.

It wasn't until October 1967 that the Riverine Force's activities increased and YRBM 17 devoted more time to her primary mission of boat repair.

There is little she can't do in this line—routine maintenance of the riverine craft, overhauling machinery, repairing hulls, making emergency repairs and modifications on other craft.

In their spare time, the men of YRBM 17 do emergency repair jobs for the River Patrol boats based at My Tho.

YRBM 17's crew doesn't work alone at Dong Tam. They have the help of a floating crane and three pontoon drydocks. By and large, the headquarters' reputation as a first class repair facility seems safe.



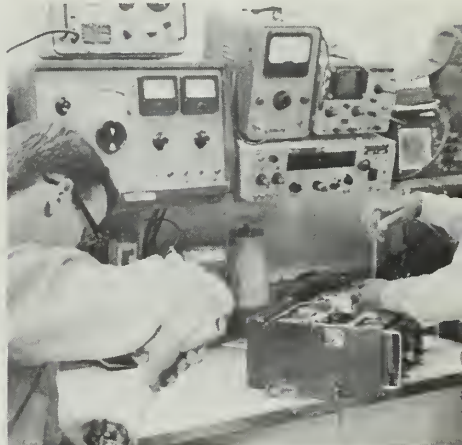
Repaired diesel engine is ready to be installed.



YRBM 17 crewmembers make bottle repairs on ASPB (above left). RIGHT: Electronics technicians at work in the shop. BELOW: Floating crane, pontoon docks and YRBM 17 make up the repair complex.



Enginemen 2nd Class Theron French and Enginemen 3rd Class Joseph Blonkinos check YRBM's service generators.



LPH Does Double Duty In West Pac

THE CONCEPT of a hospital aboard ship is not new, but in the waters off Vietnam, the U. S. Navy's helicopter assault ships (LPH) now carry complete surgical facilities with them.

USS *Tripoli* (LPH 10) is such a

ship. Designed to carry Marines to a point offshore, then shuttle them over the beach in helicopters launched from her flight deck, she is also equipped to handle the casualties of battle.

The LPH has the advantages of

MEDEVAC—An LSE directs a *Sea Knight* helicopter onto *Tripoli* flight deck for quick evacuation of wounded from Vietnam.—Photo by E. J. Filtz, JOC.



mobility, relative immunity from enemy fire and ample power, water, heat and other necessities for saving and supporting human lives.

The medical facility of *Tripoli* is similar to that of the collecting and clearing company of a medical battalion assigned to a Marine division, organized and staffed to receive a large number of casualties in a short period of time, render shock resuscitation and other emergency measures, then either return the patients to duty or move them to a larger, fixed installation for definitive care.

Thanks to the helicopter, a wounded Marine, a Seabee in a forward area ashore is only minutes away from *Tripoli's* "emergency room." In an average of 25 minutes, he is receiving medical attention of the kind and amount required.

IN WORLD WAR II, the average was almost nine hours, and a little over six hours in the Korean conflict.

Field hospitals in those wars could be set up only after enough of the land area had been secured and cleared of the enemy. Helicopters in Vietnam lift the wounded over the very heads of the enemy and are credited with saving the lives of many who would otherwise have died in the field.

The call "Medevac help inbound" sets off a rapid chain of events aboard the LPH.

ALL HANDS



Stretcher-bearers and corpsmen rush to their stations. When the helicopter lands on the assault ship's flight deck, medical treatment begins immediately and continues at intermediate treatment points along the evacuation route as the wounded are sped to surgery.

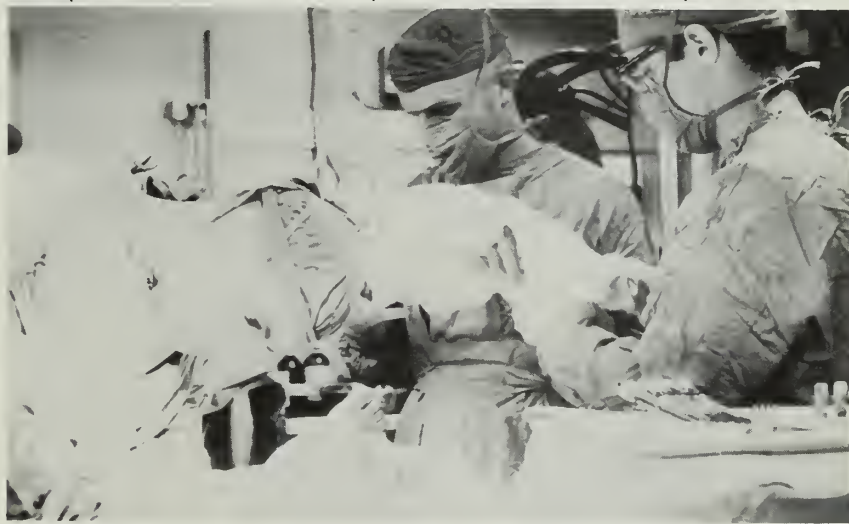
Along this route the man's condition is diagnosed, and wounds recorded. If he is hemorrhaging, this is stopped as soon as possible. Fluids and tetanus vaccine are administered. By the time the man reaches the doors of the operating room he is ready for surgery.

IN A RECENT engagement, 211 casualties were treated aboard the assault ship. Of these, 140 were restored to combat status by *Tripoli*. Patients who require extensive hospital care are removed from the medical facility and returned to the United States via the 22nd casualty station in Da Nang, South Vietnam.

The 250-bed facility, with its 39 Navy corpsmen and doctors, gives the ship a medical capability that could accommodate the medical needs of a small town anywhere in the United States.

Medical services aboard *Tripoli* are not limited to U. S. fighting men alone. Members of our allied forces are treated aboard the assault ship as are Vietnamese civilians and even captured enemy troops.

HELO ROOST—*USS Tripoli* (LPH 10) has assumed the role of hospital ship in addition to regular duties. Below: Casualties are brought to *Tripoli* by helicopter for immediate and complete medical care.—Photo by E. Filtz, JOC.



ON THE MEND—Jack Minter, LCpl, USMC, enjoys a hearty Navy meal aboard *USS Tripoli* while recovering from shrapnel wounds inflicted by booby trap.





NEW MEMBERS—Recently commissioned USS John F. Kennedy (CVA 67) undergoes trials. Below: Nuclear attack sub USS Seahorse (SSN 669) hits water.



CHANGES IN THE FLEET:

The composition of the Fleet continues to undergo change, as new ships are added to the roster, and others deleted. Recent changes include three commissionings and four launchings, while several veterans have retired from active service.

Commissioned were:

- The nuclear-powered attack submarine *uss Hammerhead* (SSN 663), at Newport News, Va.

The new sub is 292 feet long, with a beam of 31 feet and a standard displacement of 4000 tons. A *Sturgeon*-class deep-diving submarine, she has accommodations for 10 officers and 85 enlisted men.

Hammerhead was launched on 14 Apr 1967.

- *uss Dolphin* (AGSS 555), a deep-diving research submarine, at Portsmouth, N. H.

Dolphin is capable of both advanced military research and basic oceanographic research. She is 150 feet long and displaces 900 tons. The sub is capable of carrying over 12 tons of oceanographic equipment, and will enable scientists to conduct research studies at deep depths.

Dolphin was launched on 8 Jun 1968. She will be homeported at Norfolk, Va.

- The guided missile destroyer *uss Mitscher* (DDG 35), at the Philadelphia Naval Shipyard.

ALL HANDS

First commissioned in 1953 as a destroyer leader (DL), *Mitscher* served as an operating unit of both the Atlantic and Mediterranean Fleets. Decommissioned in 1966, she has been converted and redesignated a guided missile destroyer.

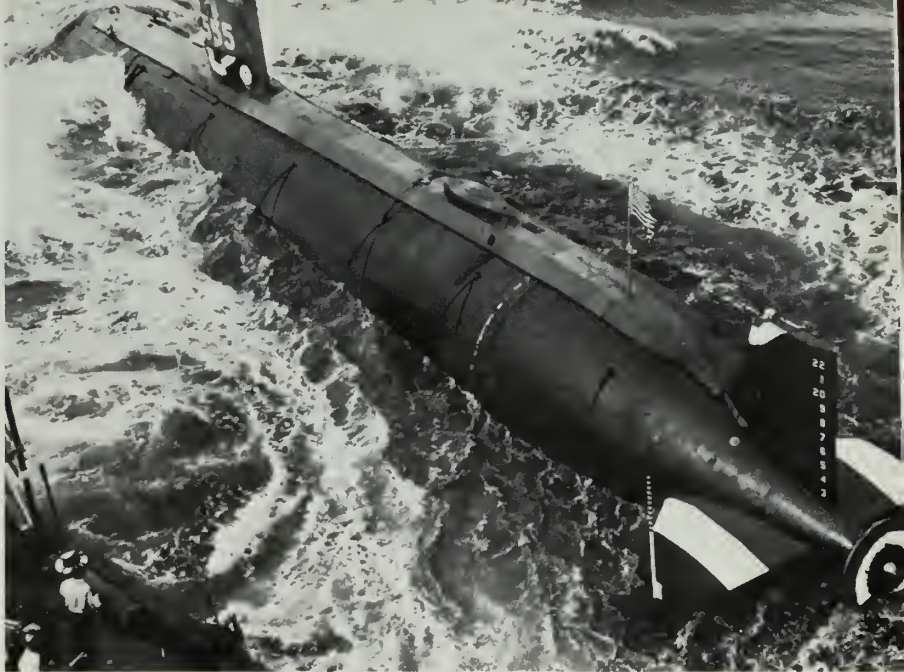
Mitscher's modernization included the addition of missiles.

Mitscher is 493 feet long, with a beam of 50 feet. She displaces 5200 tons fully loaded. She will carry a crew of 318 enlisted men and 18 officers.

Launched were:

- The destroyer escort *Lockwood* (DE 1064), at Seattle, Wash.

Designed for locating and destroying submarines, *Lockwood* also is suited for a variety of other missions, including search and rescue, patrol, blockade, and surveillance.



HAIL & FAREWELL

- The amphibious transport dock *Trenton* (LPD 14) at Seattle, Wash. LPD 14 is designed to transport and land a balanced load of troops and vehicles, either by embarked landing craft or by amphibious vehicles augmented by helicopter lifts. This design provides the tactical advantage of having troops and their combat equipment in the same ship, rather than divided among personnel transports and cargo ships.

Trenton's over-all length is 569 feet, nine inches. Her beam is 84 feet.

- The oceanographic research ship *Melville* (AGOR 14), at Bay City, Mich. *Melville* is the first of a new generation of Navy-sponsored research ships. She is 244 feet, 10 inches long, with a beam of 46 feet. She displaces 2075 tons, and has a full-load draft of 15 feet, six inches. A maximum of 60 scientists and crewmen can be accommodated aboard.

Melville has a propulsion system that incorporates two cycloidal propellers, one at the bow and one at the stern, designed to meet the exacting demands for maneuverability. This type of propeller makes it possible for the ship to move sideways as well as forward and backward. This permits maintaining station at sea in 35-knot winds and heavy seas.

The research ship will be operated by the Scripps Institution of Oceanography at the University of California.

- The nuclear-powered attack submarine *Seahorse* (SSN 669), at Groton, Conn. *Seahorse* is 292 feet long, with a 31-foot beam. She displaces 4300 tons submerged.

Leaving the active Fleet were:

- The high speed transport *uss Bassett* (APD 73), transferred to the Government of Colombia under the Military Assistance Program. The ceremony took place at Boston Naval Shipyard.

Bassett was commissioned 23 Feb

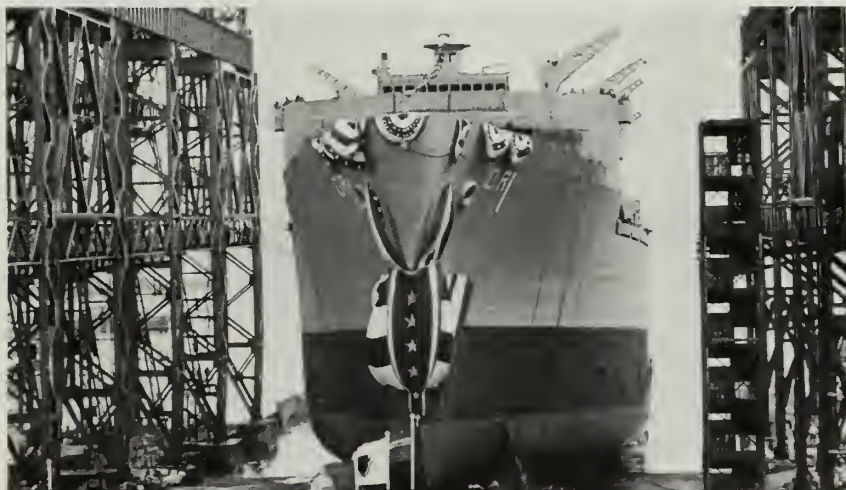
1945. She was named for Ensign Edgar R. Bassett, a naval aviator attached to *uss Yorktown* (CV 5), who was killed in June 1942 during the battle of Midway.

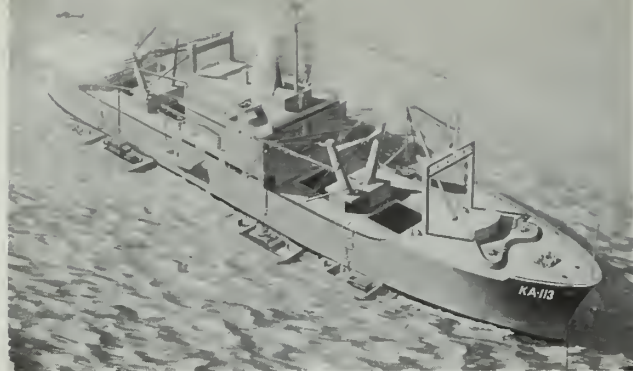
- The tank landing ship *uss Churchill County* (LST 583), inactivated at Orange, Tex.

Launched in July 1944 and commissioned that fall, *Churchill County* made her first cruise down the Ohio and Mississippi rivers. She served in the Pacific Third and Seventh Fleets from 1944 to 1946, when she was decommissioned.

Recommissioned in 1960, *Churchill County* was transferred to the At-

DEEP DIVER—*USS Dolphin* (AGSS 555) shown above is a deep-diving research submarine. Below: New supply ship *USS Wichita* (AOR 1) gets wet.





SHIPS OF TOMORROW—Artists' conceptions illustrate new class of attack cargo ship *USS Charleston* (AKA 113) and new general purpose amphibious assault ship (LHA), combining features of (LPH), (LPD), (AKA) and (LSD).

lantic Fleet's Amphibious Force in 1963 and was homeported at Little Creek Naval Amphibious Base.

The ship has regularly deployed to the Panama Canal Zone as a unit of Tank Landing Ship Division 41 to provide operational services in that area for the U. S. Southern Command.

• Three veteran Atlantic Fleet Service Force ships, the technical research ship *uss Liberty* (ATGR 5), the refrigerated stores ship *Aldebaran* (AF 10), and the fleet oiler *Kankakee* (AO 39).

Liberty began her career in 1945 as the maritime victory ship *Simmons Victory*, and remained active until 1958. She was commissioned as a Navy technical research ship in December 1964, homeported at Norfolk Naval Base.

She has not been to sea since returning to the U. S. following the rocket and torpedo attack on her by Israeli forces.

The Norfolk-based *Aldebaran*, formerly *ss Staghound*, was commissioned in December 1940. After completing an impressive replenishment record in the Pacific during World War II, she was transferred to the Atlantic Fleet, where she has spent the remaining 22 years.

Kankakee, homeported at Newport, was purchased from the Maritime Service force and commissioned in May 1942. During her career, she replenished the attacking forces during World War II and the Korean conflict. She also supported naval forces during the Cuban blockade. *Kankakee* was decommissioned twice previously, in 1955 and 1957. She

has been in the active Fleet since 1961.

Liberty and *Aldebaran* will be berthed at Norfolk Naval Shipyard, while *Kankakee* will be mothballed at Philadelphia Naval Base.

• The attack transport vessel *uss Bayfield* (APA 33), after 25 years' active service.

In 1942 *Bayfield* was constructed as the merchant ship *Sea Bass*, but was converted to a troop transport and commissioned in November 1943.

Her first combat duty was as flagship for the amphibious invasion of Normandy, her last an amphibious assault in Vietnam. In between she was at Iwo Jima, participated in the landings at Inchon, was the last American warship to visit the port of Shanghai, and joined the task force in the Caribbean during the Cuban crisis.

• The submarine *uss Redfish* (SS 395), at San Diego, Calif.

Redfish was the last Fleet type submarine to serve on active duty. The Fleet type submarine emerged in 1938 when Congress authorized the building of the submarine *uss Gato* (SS 212), first of her class.

Redfish served the Navy for 24 years. She was commissioned on 12 Apr 1944, and saw action five months later. On her first war patrol in August 1944, *Redfish* sank five ships including a destroyer, and damaged three others, for a total of 60,000 tons.

On her second and last war patrol, *Redfish* sank a large aircraft carrier, damaged a second carrier, and two freighters. Enemy countermeasures forced *Redfish* to the bottom in 230 feet of water, and depth charging forced her to return to port with heavy leaks.

In 1950 *Redfish* made a seven-month patrol in Korean waters. She has made many extended deployments to the Seventh Fleet.

STARTING POINT—Keel assembly for nuclear powered aircraft carrier *USS Nimitz* (CVAN 68) is lowered into place. Top: How the carrier will look.

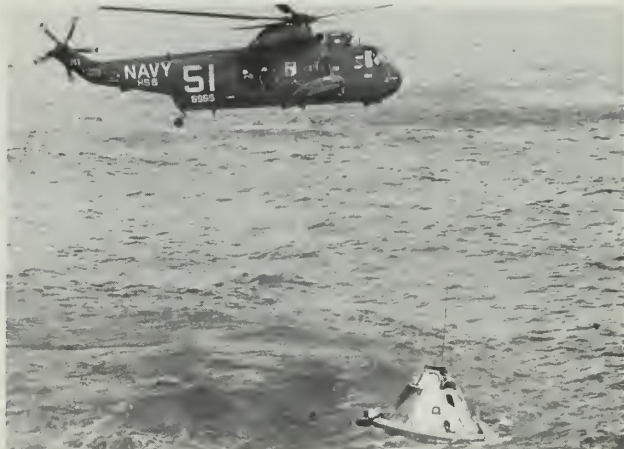




Helicopters of HS 8 fly by in formation.



Sea King helo performs rescue mission.



HS 8 on station for Apollo capsule pickup.

'ROGER, AND OUT'

HELICOPTER Antisubmarine Squadron Eight is due to be decommissioned this month. The squadron was established on 1 Jun 1956, and has been headquartered at NAAS Ream Field, Imperial Beach, Calif.

During its many deployments to WestPac, the squadron's helicopters were used for search and rescue,

medical evacuation, and vertical replenishment of ships in the Tonkin Gulf, to name a few of their numerous jobs.

These photographs depicting the various activities of HS 8 personnel and their SH 3A Sea King helos are presented as a tribute to the squadron as it leaves the Navy.

—Photos by Ray C. Evans, PH1

Copter from HS 8 flies over ships with the Seventh Fleet.



Crewman is photographed on flight before squadron decommissioning.



A SALUTE TO: BARRETT, HOUGH, ROBINSON, WRIGHTSON



Four Navymen saw the United States flag raised in their honor during award ceremonies at the 19th Olympiad held in Mexico City.

Seaman Michael Barrett and Seaman Apprentice Bernie Wrightson earned Olympic gold medals for victories in basketball and diving, respectively.

Silver medals were won by Airman Albert Robinson, featherweight boxing, and LTJG Lawrence Hough, for rowing, in pairs-without-coxswain competition.

Eight Navymen participated in Olympic competition and the two gold and two silver medals earned by them represent a good harvest for the U. S. team. All hands congratulate the eight Navymen who made U. S. Olympic teams, and especially the four medalists.

For an earlier roundup of Navy Participation in the Olympics, see the November issue (page 24).

Basketball

Seaman Michael Barrett joined the Navy champions, winning a gold medal in Olympic competition when the United States basketball team defeated the Yugoslavia cagers in the finals, 70-65.

Barrett, stationed on the ComSubLant staff at Norfolk, played forward for the undefeated U. S. team. By remaining undefeated, the U. S. cagers brought their string of wins to 75 in Olympic competition. The American basketball team was a

question mark when competition began, and was supposed to have trouble with several squads in the seven-game elimination tourney.

The question mark was resolved,

however, when the U. S. representatives easily rolled over opponents in early games. The biggest scare for the American cagers occurred in their seventh game when they met Puerto Rico. The fired-up Puerto Rico entry came within three points of the favored U. S. quintet in the final moments of the game before the U. S. rallied to take the contest, 61-56.

Brazil was their semifinal opponent, and the U. S. easily defeated the South American team, 75-63. In a surprising semifinal game, Yugoslavia edged the Russian team, 63-62, to move into the final contest against the United States team. The U. S. took the gold medal, Yugoslavia took the silver award and Russia settled for the bronze medal.

Mike Barrett was instrumental in the success of the United States team in the Olympic battle, adding his brand of heads-up basketball and his point total to the U. S. cause. He was selected to represent the U. S. in Mexico City following his excellent play in the Interservice basketball championships at Maxwell Air Force Base. Seaman Barrett was a member of the 1968 All-Navy basketball champion SubLant Sea Raiders. He represented the Navy on the interservice team during the 1968 National AAU tournament, and later toured Europe with the AAU team. In 1967, he played on the U. S. basketball team in the world tournament.



Gold medal winner Seaman Michael Barrett

Diving

Seaman Apprentice Bernard C. Wrightson wore swimming trunks and a smile when he climbed the ladder for his last dip into the pool at Mexico City.

The 24-year-old Navyman had virtually wrapped up the men's three-meter springboard diving competition of the 1968 Olympic games. Despite his lead, the tension and excitement of Olympic competition was apparent as he vaulted from the springboard in his final attempt. The marks of his final dive, awarded by judges, were among the highest of the day, giving him a total score of 170.15 and the Olympic Gold Medal. His winning margin, more than 10 points ahead of the silver medalist, was the highest for that event in 40 years of Olympic competition.

Bernie Wrightson joined the Navy in December 1967, after receiving a Bachelor's Degree in psychology from Arizona State University. While competing in diving competition at the University, he won the NCAA springboard title. He has also won eight AAU titles including the 1968 AAU outdoor springboard competition. He is no stranger to international competition, having six international diving titles to his credit, including first place in the 1967 Pan-American Games springboard competition.

Bernie Wrightson qualified for the U. S. diving team while stationed at Long Beach when he placed third in the Olympic trials. By winning the Gold Medal, Wrightson helped to continue a tradition of U. S. domination in Olympic diving competition.

Boxing

All-Navy featherweight champion Airman Albert Robinson earned the silver medal for his weight division in Mexico during the 19th Olympiad.

The 21-year-old Navyman, stationed at Alameda, lost the gold medal to Antonio Roldan of Mexico in the final bout.

Robinson scored a split decision over Ivan Michailov of Bulgaria to advance to the final featherweight fight.

The 125-pound Navy fighter won his weight class title at the 1968 Olympic Boxing Trials where he was selected for the U. S. Olympic training camp. He won first place in the 1968 CISM games, and placed third



Seaman Apprentice Bernard Wrightson demonstrates Olympic Gold Medal form as he prepares to enter the water during practice dive.—Photo by Russ Welser.

last year in the Pan American games. In 1966, Robinson won his first All-Navy boxing title, and then went on to take the World Military boxing crown for his weight class. Going into the Olympic competition, he had 142 bouts with 123 victories to his credit.

Rowing

Lieutenant (jg) Lawrence Hough took a busman's holiday during the 1968 Olympic games in Mexico City and brought home a silver medal for a souvenir.

Hough was on the water in Mexico, participating in the rowing competition for the U. S. team. He teamed with Anthony Johnson of Arlington, Va., in the pairs-without-coxswain crew races.

The twosome made an impressive comeback to win their semifinal race by a full length over the Danish crew. Hough and Johnson paced themselves and caught the Danish pair with 250 meters to go, outdistanced them and held the lead to win. Their winning time, which placed them in the finals, was 7:21:50.

In the finals of the pairs-without-coxswain, the U. S. team was nipped at the wire in a photo finish by the East German crew, who took the gold medal with a time of 7:26:56. The U. S. team crossed the finish line for the silver medal in

7:26:71.3, well ahead of the bronze medalist from Denmark.

Lawrence Hough and Anthony Johnson are the reigning European champions and the current Pan American Games winners. LTJG Hough, stationed at Naval Command Systems Support Activity, has many rowing titles to his credit, including the 1968 National pairs with and pairs without coxswain.

—Larry Henry, JO2, USN

Silver medalist Airman Albert Robinson



TODAY'S NAVY



They're Sure of a White Christmas

Operation Deep Freeze 69 began in October with the austral summer's first flight from Deep Freeze advance headquarters in Christchurch, New Zealand, to McMurdo Station, Antarctica.

Since then more than 2000 men from the Navy, the Coast Guard and other U. S. armed forces, together with members of more than a dozen specialized scientific units, have assembled on the icy continent. They are taking advantage of relatively favorable weather conditions between October and March, the Antarctic summer.

During these six months, men and supplies arrive by air and sea over an 11,000-mile supply line from the U. S. to support the National Science Foundation's scientific research, now in its 14th year in Antarctica.

At the outset of DF 69, there were 263 Navymen and scientists of the Deep Freeze 68 wintering-over party working at the isolated American stations. Most of these men have since returned to the U. S. Their replacements, now numbering more than 1000, have been flown by ski-equipped *Hercules* aircraft to the ice-cap sites—Byrd, South Pole and Plateau. A path to Palmer Station, on a small island off the Antarctic Peninsula, inaccessible by air, is slated to

be blazed by icebreaker sometime this month.

Three summer-only stations were also scheduled to be opened early in the season. They are Williams Field Air Terminal near McMurdo Station, Hallett Station on the coast of the continent, and Brockton Station on the Ross Ice Shelf.

Making up the Deep Freeze Task Force 43 command this season are these activities:

- Antarctic Support Activities, headquartered in Davisville, R. I., maintains the stations on the ice.
- Air Development Squadron Six (VX6), based at NAS Quonset Point, R. I., serves as the Antarctic air arm with its *Hercules* and *Constellation* aircraft, and LH-34 helicopters.
- Construction Battalion Unit 201 from Davisville.
- An Army aviation helicopter detachment from Ft. Eustis, Va.
- A Military Airlift Command detachment delivers personnel from the United States to New Zealand, and cargo from New Zealand to McMurdo Station.
- A Naval Nuclear Power Unit from Ft. Belvoir, Va., operates the nuclear reactor which provides McMurdo with light, heat and fresh water.

CARRIER GREETINGS—Giant Christmas cards were made by various departments aboard *USS Franklin D. Roosevelt* (CVA 42) and were displayed in hangar bay. This idea used by the carriermen last year is being followed by crews of other ships during this Yuletide season.



Aircraft deliver less than five per cent of the supplies used in Antarctica, whereas more than 95 per cent of the cargo destined for American stations is carried in ships. This season the ships are expected to reach McMurdo in January and February through a channel cut in the annual ice by Coast Guard icebreakers.

On the Deep Freeze ship roster are four icebreakers and three Military Sea Transportation Service cargo carriers. All four icebreakers—*Glacier* (WAGB 4), *Burton Island* (WAGB 283), *Southwind* (WAGB 280), and *Edisto* (WAGB 284)—now belong to the Coast Guard.

The United States naval ships are USNS *Wyandot* (AKA 92), *Pvt. John R. Towle* (T-AK 240), and *Alatna* (T-AOG 81). A Royal New Zealand Navy tanker, the *Endeavour*, is also lending support by hauling POL from New Zealand to McMurdo. A detachment from Cargo Handling Battalion Unit One unloads and loads all supplies from ships in Antarctica.

At the various research locations scattered over the continent, scientists working with the United States Antarctic Research Program (USARP) planned these studies:

- A scientific survey in Ellsworth Land.
- An oceanographic expedition in the Weddell Sea.
- A series of aerial photographic flights by VX 6 for mapping purposes.
- Operations on board the new National Science Foundation research ship *Hero* in the Antarctic Peninsula area.
- Analysis of ice cores brought up at Byrd Station last season.

There will be about 50 scientific projects undertaken during the six-month season.

In addition to providing support



MOBILE HARBOR—Dock Landing Ship USS Comstock (LSD 19) cruises in Vietnamese waters with Task Force 76, U. S. Seventh Fleet Amphibious Force.

for USARP projects, the Operation Deep Freeze party planned to witness the landing of the second C-141 Starlifter jet ever to visit Antarctica, and to welcome the arrival of a fifth LC-130 Hercules for VX 6.

Perhaps the most significant project on the list of must-do assignments for the construction crew during this antarctic summer is the task of completing the largest building in Antarctica. It will house McMurdo Station's entire winter-over population.

Other countries with active stations in Antarctica this season are the Soviet Union, Australia, Great Britain, New Zealand, Argentina, Chile, Japan, South Africa, and France.

Under the multilateral Antarctic Treaty, the continent is dedicated exclusively to peaceful purposes. Military forces are used solely to provide logistic support for science and international cooperation.

Amphibious Comstock

Amphibious ships come in a variety of shapes and sizes. Each has accommodations for troops and their battle gear and each brings to an Amphibious Ready Group the capability for launching its payload and providing specialized support to amphibious operations.

One such ship of the Seventh Fleet Amphibious Force is USS Comstock (LSD 19), a dock landing ship, better described perhaps, as a floatable, floodable, combination mobile harbor and parking lot with a roof-top helicopter flight deck.

Her specialized support includes the employment of a UDT team for underwater demolition and beach surveys, and beachmaster service for orderly control of the landing force once it reaches shore.

Able to flood, either partially or completely, her cavernous well-deck, Comstock moves into coastal waters, ballasts down, opens her 40-ton tailgate, lets the sea rush in, and sends her waterborne landing craft loaded with troops and equipment heading for shore. Land vehicles and other such equipment are kept high and dry in the forward section of the unflooded well-deck.

A typical Comstock payload consists of two platoons of five 52-ton M-48 tanks and five ONTOs mechanized recoilless rifle batteries; tracked forklifts, cranes and other specialized vehicles; one 180-ton and two 60-ton landing craft used to move equipment from ship to shore.

Normally, the major offload occurs on the first day of the operation.



Thereafter, *Comstock* continues to support the beached troops by shuttling ashore about 300 tons of ammunition and equipment each trip.

Apart from this type support, any of the Amphibious Ready Group ships may pick up additional tasks in conjunction with combat operations going on elsewhere. *Comstock* is no exception.

For instance, shortly after enemy forces overran the provincial capital of Hue during the Tet offensive in Vietnam, LSD 19 received a hurry-up call to deliver ammunition to U.S. and Vietnamese troops around the city. While she made her approach to the nearby coast, giant CH-53 helicopters plucked slingload after slingload of ammo from her flight deck and ferried them ashore.

There are other occasions. Sometimes *Comstock* is used to deliver newly repaired Navy *Swift* boats to Vietnam waters from Subic Bay in the Philippines, or to transport replacement helicopters from Okinawa to Da Nang.

It's all part of being ready.

Pollux Out On 26

The general stores issue ship *uss Pollux* (AKS 4) will soon end a distinguished naval career of over 26 years. She is to be decommissioned and scrapped.

For the past 10 years *Pollux* has been strictly an Asiatic ship, since she is homeported in the Far East,

and hasn't been back to the States since 1958.

AKS 4's last months were a period of outstanding achievement. The ship was awarded the Meritorious Unit Citation by the Secretary of the Navy, won the Battle Efficiency "E," broke records for ships of her type for replenishing other ships at sea, and was rated outstanding in operational readiness and supply inspections.

Pollux will be missed in WestPac.

In the two years from July 1965 to July 1967, she accomplished 768 underway replenishments and 1133 in-port replenishments, issuing 224,951 items.

Pollux began her career as a civilian merchantman, *Nancy Lykes*, in 1942 and was acquired by the Navy that same year.

After operating and surviving in the German U-Boat-threatened Atlantic for over a year, she was transferred to the Service Force of the Pacific Fleet in August 1943. By the end of World War II, *Pollux* was already a veteran Far East campaigner after having participated in operations in New Guinea, the Admiralty Islands, and the Philippines.

Ever since steaming through the Panama Canal in 1943 *Pollux* has been a valued member of the Pacific Service Force, with the exception of a short period in 1950 during which she languished in mothballs. The Korean conflict ended that temporary retirement.

Indra in Vietnam

Nine days after the decision was made to send *uss Indra* (ARL 37) to Vietnam, she was underway. On board was a new crew who had seen scarcely three months' sea pass under her recommissioned keel.

Equally new was the job they were about to tackle: outfit and modify, as well as repair battle damage to assault craft assigned to the Mobile Riverine Force operating in the Mekong Delta.

From their anchorage at the Cat Lo naval base near the key port, Vung Tau, the crew set about to convert World War II amphibious landing craft with modified gun mounts and main engines so that they might better fit into the niche of close-quarter fighting that's so prevalent in the Delta. The end product is a new type of fighting craft—the armored troop carrier—known as the "ATC."

In the midst of transforming the beach craft into rivercraft, *Indra* was called upon to move her newly activated ATCs to Nha Be, 12 miles southeast of Saigon. Her mission: conduct strike operations against a main force of Viet Cong believed to be holing up in the Rung Sat Special Zone, the area surrounding the primary shipping channel between Saigon and the South China Sea.

Indra hastened preparation of her remaining craft and had them all steaming into combat within 24 hours. A few days later, she followed

A demonstration of Floating Personnel Pickup using the Air Force "Fulton Skyhook Recovery System" was recently conducted for the pilots of *uss Intrepid* (CVS 11) at Cubi Point Naval Air Station, Subic Bay, R. P. The demonstration began with the dropping of a rescue kit to a simulated downed pilot from *Intrepid*. (1) Upon receiving the rescue kit he immediately begins inflating the balloon. (2) With the balloon inflated and released, the pilot receives last-minute instructions from a fellow pilot. (3) He positions himself as the C-130 rescue plane makes its approach for the pickup. (4) As the rescue plane snags the line the pilot becomes "airborne" and, in effect, "rescued." (5) After making the snatch the plane begins to reel in the rescued pilot, a process which takes approximately six minutes. Photos by Bob Rainville, JOC, USN.



ONE



TWO

to give support and attend to battle damage suffered.

In her new role, the repair ship, once designated LST 1147, took on an added responsibility when Commander River Assault Squadron 13 moved his newly formed staff on board and designated *Indra* as his flagship.

Her crew feels this is quite a distinction for an old ex-LST which, just a year ago, was paddling around in Coronado harbor as an in-port repair facility.

Mayport Chooses Wave

For the first time in its 25-year history, a woman has been selected as NS Mayport's "serviceman of the month."

She is a young Wave assigned to the legal office staff as a court reporter.

Sandra M. Santiago, 20, is a yeoman 3rd class, one of four Waves attached to this command.

CAPT Vernon L. Micheel, station commanding officer, presented Petty Officer Santiago a \$50 check and the station plaque for her contribution to the establishment's mission. She was guest for a day in St. Augustine, Fla., the nation's oldest city, and guest of the USO Council of St. Augustine and St. John's County.

Yeoman Santiago was nominated by her division officer for her constant effort to improve office administration procedures.



SHE TOPPED THEM ALL—Yeoman 3rd Class Sandra M. Santiago made history when she was selected 'serviceman of the month' at NS Mayport, Fla.

Intrepid Takes Award

This year's Atlantic Fleet Marjorie Sterrett Battleship Award was earned by *uss Intrepid* (CVS 11). The Chief of Naval Operations annually selects and announces the type ship that will be considered for the Marjorie Sterrett Award. The prize is then awarded to the one ship in each fleet of that type that attains first place in the intratype Battle Efficiency competition.

Intrepid was nominated for the honor soon after winning her fourth consecutive Battle Efficiency "E" for combat readiness and the ship's air, medical, weapons and supply depart-

ments were cited for individual departmental "E's".

The award's unusual name stems from a letter written by 13-year-old Marjorie Sterrett to a New York newspaper in 1916. Marjorie made the first contribution from her small savings to build a battleship and her contribution was followed by others.

Before World War II, the income from the fund was used for annual cash prizes to turret and gun crews which made the highest scores in battle practice.

Nowadays, the money is used by the winning ship's recreation fund for athletic and other equipment to be used by the crew.



THREE



FOUR



FIVE

and away.

LETTERS TO THE EDITOR

Why Name It Anchorage?

SIR: Why was the recently launched dock landing ship named *Anchorage*? I was under the impression that LSDs are named after places of historical interest, such as *Alamo* (LSD 33), and *Gunston Hall* (LSD 5). What's the story?—E. E. B., CDR, USN (Ret).

• Our friends in the ship-naming office in OpNav tell us that current policy is to name new ships after cities as much as possible. Providing, of course, that the city's name also agrees with a category on the ship-naming list.

Beginning with *Anchorage* (LSD 36), LSD names will include cities of historical interest as well as places of historical interest. Although *Anchorage* is comparatively young, there is considerable historic interest in the founding of Alaska's largest city.

You might say the city itself got its start with a ship, which is fitting. On 7 Jun 1914, the steamship *Dirego* off-loaded tents, horses, and machinery at the mouth of Ship Creek, where a saw-mill was established. A short time later, Congress appropriated funds for the Alaskan Railroad, and the site of *Anchorage* was selected as the construction base. President Wilson, by executive order, authorized the laying out of the town site. It quickly became an important transportation point, by water, rail,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

and then by air. It boomed as a defense center in World War II.

uss Anchorage will carry on the name on the high seas.—Ed.

Aircrew Breast Insigne

SIR: When I was selected for warrant officer, I consulted U. S. Navy Uniform Regulations and the BuPers Manual to learn whether I could still wear my aircrew breast insigne.

Although I found references to other insignia, there were no dictums which answered my question. Does silence give consent?—C. K. M., AXC, USN.

• The Navy isn't silent on this subject. BuPers Notice 1020 of 11 Aug 1965 says qualified enlisted aircrewmembers who are appointed to officer status may continue to wear their enlisted aircrew insigne until they qualify for other aviation insignia.—Ed.

Medical Program

SIR: When my son graduates from high school, he wants to obtain a commission in the U. S. Navy in the field of medical research.

I have already been informed that he can apply for the Ensign 1915 Medical Student Program and obtain an inactive commission while attending medical school. I understand that this program provides financial assistance to accepted candidates during their senior year of medical school.

I would also like to know if there is any scholarship program to assist medical students who devote their services to the Navy.—G. W. W., YN1, USN.

• The Navy itself has no funds for the purpose of awarding scholarships nor does it furnish any other form of student aid to dependents of naval personnel.

There are, however, a rather large number of scholarship funds which have been established by individuals, institutions and clubs which are available exclusively to the college-age children of Navymen who are on active duty, retired with pay or who died while on active duty or in a paid retired status.

The Bureau of Naval Personnel has information on these scholarships but, at the present time, it is being revised. We suggest your son write to the Chief of Naval Personnel (Pers G221) in January of the year he graduates, requesting the latest scholarship information and application forms.

For the benefit of other readers, here is a brief summary of the Navy Ensign Medical Program. This is a program through which qualified students who are attending an approved medical school, or who have been accepted for the next entering class, may be considered for appointment as ensign 1915, USNR.

This program does not provide direct monetary aid, but those selected for participation in the Navy Senior Medical Student Program, during their senior year of medical school, receive full pay, allowances and privileges commensurate with their rank.

Participants may associate with an organized Naval Reserve unit and may also compete for the naval research and clinical clerkship programs.

If your son is selected for the Navy Senior Medical Student Program, he will be obligated to serve for three years on active duty with the Medical Corps of the Regular Navy after he has completed his internship.

During his service, your son will have



HAWAIIAN GREETING—With hula girls swaying, bands playing, and a welcome group waiting, a Navy crew arrives at Pearl Harbor sub base. In this typical scene from our photo files, the welcome is for *USS Flasher* (SSN 613).

almost unlimited opportunity to develop professionally and assignments will be available to him in almost any part of the world.

Career officers also have an excellent opportunity to receive advanced training in their specialty with all expenses paid by the Navy.

Information on this program may be obtained from your local U. S. Navy Recruiting Station or from the Bureau of Naval Personnel (Pers-B263), Navy Department, Washington, D. C. 20370. —Ed.

Early Seabee History

SIR: I hope some day to read an article about Seabees which does not state (or imply) that Navy Construction Battalions were first formed during World War II. The history of the Seabees goes back much farther.

In September 1918, I was in a group of carpenters, painters, bricklayers, plasterers and other building trades who enlisted as shipwrights and were told we would be in a "guinea pig" outfit known as the Construction Battalion.

We went through boot training at Great Lakes, and then those with last names beginning with letters A through L formed the 11th Construction Battalion. Those of us M through Z made up the 12th CB. We were stationed at the North Chicago Gate, Great Lakes Training Center.

One of our first jobs was to complete construction of our own barracks.

We installed the floors and windows, and then erected smokestacks so the boilers could be fired up to heat.

We were then assigned to other jobs on the base, such as laying concrete floors in galleys which until then had dirt decks. We also showed men how to install concrete bases for the 12-inch rifles fired from "No Man's Land" in Germany during World War I.

At one point I was assigned to work at Main Camp, the home base for John Philip Sousa. Among other Main Camp projects, we rounded off square-cornered curbs on the streets so that cars could turn with greater ease.

We never worked much on Wednesdays at Main Camp because of various events always scheduled for that day. One I remember well was when Franklin D. Roosevelt, at that time an Assistant Secretary of the Navy, came on board to review Sousa's band. The highlight that day was when all the bands on the station formed one large band under Sousa's direction. More than 1200 men assembled for the event.

Returning to the year the Seabees were formed, let me assure you it was 1918. I know, because I was there.—Carl W. Simbritzki, Louisville, Ky.

• It's always a pleasure to hear somebody tell it like it is (was?).



BRONZE AWARD—Petty Officer Fred Berry is presented Bronze Star by CDR D. Nellis for action as craftmaster in Vietnam.—Photo by R. Collins, PHAN.

The Seabee historian has records which confirm much of what you say, even though history as it's recorded has a way of losing first-person color.

Nevertheless, the official version of when Construction Battalions were formed varies to some extent from yours. Here, in essence, is what the record shows:

There was indeed a connection between the Seabees and the construction units located at Great Lakes during World War I, but the connection was not one of direct descent.

The term Construction Battalion was not used until the mid-1930s when it was written into war plans.

The Twelfth Public Works Regiment (your old outfit?) was organized in December 1917 from a number of public works companies engaged in construction and maintenance of 10 separate camps at the Great Lakes Naval Training Station.

The Twelfth Regiment trained several hundred men for construction duties in France during WW I, but the Regiment was disbanded after the war.

The concept of assembling construction forces with skilled enlisted men was rekindled under the name Construction Battalion when Rear Admiral Norman Smith became Chief, Bureau of Yards and Docks, in 1933. (During the summer of 1917, ADM Smith as a young lieutenant had shared credit with Commander George McKay and Captain William Moffett for the organization of the original Public Works companies at Great Lakes.)

However, the U. S. Navy established the World War II date of 5 Mar 1942 as official for the founding of the Seabees, and in 1967 the Seabees officially celebrated their Seabee Silver 25th Anniversary.—Ed.

Seabees Are Navymen

SIR: I understand that a distinctive uniform for Seabees, similar to the Marine winter uniform, was once considered, but rejected because of the cost of the changeover. Is such a uniform now being considered?

During World War II, the rating badges of the men in the construction battalions carried the letters CB. Could this mark be reestablished, as a distinguishing mark of the Navy's fighter-builders?—D. E. H., RM2, USN.

• No, there are no moves underway to adopt a distinctive uniform for Seabees.

All Navymen, officer or enlisted, are considered to be primarily that—Navymen.

As such, they are available for assignment wherever they are needed, and are assigned to a variety of organizations during their period of service. It has been the Navy's policy to prescribe uniforms and insignia which are essentially identical, differing only with respect to insignia of rank, corps, or the special qualifications of the individual.

Seabees, therefore, differ in appearance from other personnel with respect to the insignia of their ratings. The specialty marks worn by petty officers of this group and the light blue group-rate marks worn by unrated men are distinctive from all others.

The unit identification patch worn on the right shoulder clearly identifies the unit of the operating forces to which enlisted men below CPO belong. This includes the Navymen of the construction battalions.

Incidentally, for a roundup on the Seabees, and their accomplishments, see the November issue of ALL HANDS.—Ed.



PLUSH HOME FOR POs—This \$400,000 barracks for 212 senior petty officers was opened in July at U.S. Naval Communications Station, San Miguel, Philippines. The new living quarters represents a definite break with tradition in that its rooms and corridors are painted ivory, blue and peach rather than the traditional Navy grays and greens.—Photo by Jim Darnton, RMSN, USN.

Reservists on Active Duty

SIR: I believe it was in 1952 that a directive was published ordering that Naval Reservists on active duty were to be considered USN, and the R was to be omitted from all documents. To settle an argument, can you verify the year and clarify the rules?—R. M., YNC, USN.

• The directive to which you refer is probably *Alnav 4 of 18 Jan 1951* which stated, in essence, that USN rather than USNR was authorized for use by Reserve personnel on active duty in local and unofficial correspondence where identification of the legal status of the Navyman as a Reservist was not necessary.

In matters such as personnel records, pay records and clothing accounts, the status of these individuals continues to be indicated by the designation "USNR."—Ed.

More on Deimos Sinking

SIR: Nothing like a nitpicker to make your day, but I couldn't let pass an erroneous statement which appears on page 17 of your June 1968 issue:

"While on convoy duty in June (1943), O'Bannon fought against an air attack that sank two U. S. cargo ships, *uss Aludra* (AK 72) and *Deimos* (AK 78)."

The error lies not with the date (as I'm sure is generally the case in instances like this), but rather in the event itself.

True, there was an air attack on the convoy on 16 June, but that action resulted in only near-misses. Neither ship was damaged.

On 22 June, however, during the early morning hours, a Japanese submarine attacked the convoy and succeeded in sinking *Aludra* and *Deimos*.

I attest to this series of occurrences with a reasonable degree of qualification. I was among the survivors of the *Deimos* crew.

By the way, our family has something of a mixed tradition started—I have two sons in the Navy, Bob Flenniken on board *uss Casimir Pulaski* (SSBN 633), and Bill Flenniken stationed with a naval communications

unit in Guam.—W. H. Flenniken, MAJ, USA.

• Thank you, Major, for the additional information on *Deimos* and the action of mid-June 1943. We appreciate your interest in the Navy and hope your sons are enjoying their tours.—Ed.

Still More 18-Inchers

SIR: While looking through a back issue of *ALL HANDS*, I came across a discussion of 18-inch guns which was interesting but incomplete. You did not mention the 18-inchers of the British carrier-cruiser *HMS Furious*.

Furious was designed to carry two of the big guns in single turrets; but before she was commissioned in June 1917 her forward gun was replaced by a flight deck.

She fired her remaining 18-inch several times during gunnery and aviation trials, but you might say she got all shook up because of her light construction. She clearly was not satisfactory as a gunnery ship. Further, her arrangement as a carrier (flight deck forward and tripod foremast jutting up amidships) made it impossible for her to recover her aircraft once they had been launched.

In November 1917, *Furious* went into the yards and had her 18-inch gun removed and a landing deck fitted aft of her centerline stack.

The monitors *HMS General Wolfe* and *Lord Clive* then were fitted with the two 18-inch guns made for *Furious*. The guns were used for bombardment of the Belgian coast in 1918.

Following World War I, it was said the two guns were shipped to Singapore for coastal defense. This, however, was not true. The guns actually went to a British proving ground and then were scrapped.—J. C. Reilly, Jr., Alexandria, Va.

• We did not claim the Japanese battleships *Yamato* and *Musashi* were the only ships ever fitted with 18-inch guns (*ALL HANDS*, February 1968). As you point out, the navies of other nations had an interest in them too. We discussed the Japanese BBs only because we had what we believed to be well-documented historical data on them.

We appreciate very much your additional information on the British 18-inchers.—Ed.

Warrant Officer Retirement

SIR: I am somewhat disturbed over some information which I interpreted to mean that a man, to retire as a chief warrant officer, must have had 10 years of "commissioned" service.

I am a warrant, not a commissioned, officer. Will I have to revert to my highest enlisted rate after I complete 30 years of active and Fleet Reserve

Another Claim Weighed

SIR: In regard to an item which appeared in your June issue: You stated that *uss Procyon* (AF 61) replenished *Kitty Hawk* (CVA 63) in three hours, during which time she offloaded 381 tons of provisions. This they claim as a record for underway replenishment to a carrier.

Sorry about that, fellows. We of *uss Zelima* (AF 49) replenished *Enterprise* (CVAN 65) with 438 tons of provisions plus 15 pallets of cruise books in two hours and 40 minutes.

This, *Procyon*, is the record.—Cargo Office Staff, *uss Zelima* (AF 49).

• As you know *ALL HANDS* is extremely hesitant to acknowledge records of any sort. However, we do feel that we may say without fear of overwhelming contradiction that not many refrigerated store ships have replenished a nuclear carrier with 438 tons of provisions and 15 pallets of cruise books within any given period of time.—Ed.

service or am I misinterpreting something somewhere?

If I did not misinterpret this information and 10 years of "commissioned" service are really necessary, it appears that I had better apply for LDO pronto. —C. T. T., CWO2, USN.

• You are indeed misinterpreting something—namely your own status. The law governing warrant officer retirement defines "warrant officer" as one who holds a commission or warrant in a warrant officer grade.

The commissioned warrant officer military grades are CWO2, CWO3, and CWO4. You are, therefore, a commissioned warrant officer.

The law says you can request the Secretary of the Navy to retire you after you have completed 20 years of service and, in case you wonder, time in grade doesn't enter the picture.

If you are interested in looking up the pertinent law and the official Navy word on the subject, try Title 10, U. S. Code 1293, and Article E of enclosure 1, BuPers Inst 1811.1B.—ED.

Pay and Allowances

SIR: Three of the men in my outfit have the same rate, rating and job code as I have. Each of us tries to do a good job, and we apparently succeed in view of the high marks we receive on our evaluations. We feel we are worth at least what we are paid, but here's where there is a difference. My three shipmates have wives. I'm single and my paycheck shows it.

Why should a married man be paid more than a single man who does the same work? It appears the Navy encourages marriage by offering extra money as a reward. I'm no oldtimer, but I've been in long enough to see this as

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Department, Washington, D. C. 20370, four months in advance.

- *uss West Virginia* (BB 48)—The 14th annual reunion will be held at the VFW Hall, 1822 West 162nd St., Gardena, Calif. For further details, write to R. A. Brown, VFW Hall, above address, 90247.
- *301st Seabees*—Are planning a reunion for 15 December. For further information, contact Joe Bennett, P. O. Box 393, Port Hueneme, Calif. 93041.
- *uss Idaho* (BB 42)—Officers and enlisted men who saw duty on *Idaho*

an inequity in the Navy pay system.—F. J. S., SK3, USN.

• You have raised a very iffy question which unmarried men have been asking for years. By and large, in these columns we try to confine our replies to the resolution of objective fact, let the philosophical implications fall where they may. But you are asking the why of a condition which exists.

We'll do our best to provide the answer.

You fail to make the distinction between pay and allowances. Your pay is identical to that of your three shipmates. They receive an additional allowance for quarters because they have families to support.

As you know, the government is

are asked to contact David C. Graham, 7130 Wheatley St., San Diego, Calif. 92111, in connection with a reunion to be held some time in the summer of 1969 at Boise, Idaho.

• *uss Reid* (DD 369)—Any former member who served on this ship from commissioning to 11 Dec 1944 and who is interested in a reunion, with time and place to be determined, contact Robert J. Dvorak, 2665 East 126th St., Cleveland, Ohio 44120.

• *uss Lexington* (CV 2)—The 16th reunion will be held 25 to 28 June at Hilton Inn, San Diego. Contact Lieutenant Commander Walter D. Reed, USN (Ret.), 5410 Broadway, Oakland, Calif. 94618, for details.

• *uss Wickes* (DD 578)—Anyone who served aboard this ship during 1943-45 and who is interested in a reunion, contact William J. Walsh, 106 Arnot Place, Paramus, N. J. 07652.

obliged to provide quarters for service men and women and their dependents. Military families not provided with government quarters are paid a basic allowance, or BAQ, so they can afford (hopefully) to pay their rent.

You should be pleased to note that the First Quadrennial Review of Military Compensation has recommended that career-designated Navy men and women be paid a straight salary which incorporates various allowances, including BAQ. There are ramifications involved which you may study in detail by consulting ALL HANDS, August 1968 issue of the magazine.

Further discussion of the present system of pay and allowances may be found in ALL HANDS, July 1968.—ED.

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BIGGEST BIRD—A chase plane is dwarfed by C-5 Galaxy during test flights of the world's largest aircraft. Galaxy is 246 feet long while T-33 observer is 37 feet.

THE AIR FORCE has nicknamed one of its new research planes Pinocchio because its nose grows. However, this nose doesn't grow for the same reasons that Pinocchio's nose grew. Instead, it grows to gain certain truths about why aircraft perform the way they do.

In a word, the growing nose is basically a flight simulator or a second cockpit that can be attached to the nose of a C-131 plane. In it, pilots will be able to evaluate by computers the characteristics of certain advanced aircraft such as the new huge C-5A cargo and passenger plane.

The TIFS (Total In-Flight Simulator) controls of the second cockpit have no mechanical link with the C-131's control system, but rather are tied in electronically to a computer which is programmed to cause the growing nose to respond to controls the same as the aircraft under study.

According to the lab scientists reading the system for tests scheduled to begin in 1969, the TIFS can be used to investigate flight control problems of planes already in operation, to determine requirements for new aircraft, and to train pilots to fly advanced aircraft not yet off the drawing board.

★ ★ ★

A DOUBLE COMMISSIONING ceremony was held in October in Seattle, Wash., for two sister ships of the Coast and Geodetic Survey.

They are the hydrographic survey vessels USC&GSS *Fairweather* and *Rainier*, part of a fleet of 14 operated by the Coast and Geodetic Survey for the Environmental Science Services Administration of the U.S. Department of Commerce.

The 4-million-dollar ships were constructed in Jacksonville, Fla., and will operate in Alaskan and West Coast waters. The 231-foot, 1627-ton vessels are equipped with the latest electronic, depth recording and positioning equipment. The ships will generally chart U.S. coastal waters to help provide safe navigation for commercial shipping and recreational boating. They are also equipped for limited oceanographic surveying of U.S. continental shelf areas.

Each ship has accommodations for 79 officers, scientists, and crew; a cruising range of 8000 miles; and can remain at sea for 24 days. *Fairweather* is named after Fairweather Range and Mt. Fairweather, Alaska; *Rainier* for Mt. Rainier, Wash. Working, living and mess areas are air-conditioned. These include the chart and plotting room; radio room and workshop; and berthing areas. Seawater distillation provides 6000 gallons of fresh water per day.

Fairweather and *Rainier* bring to six the number of Coast and Geodetic Survey ships berthed at the agency's Lake Union base. The others are the USC&GSS *Davidson*, *Oceanographer*, *Pathfinder* and *Surveyor*.

★ ★ ★

THE COMMERCIAL JET DC-9 passenger aircraft has been modified by the Air Force for use as a "flying hospital" which will assure military patients of quiet, comfortable and speedy flights to hospitals in the United States.

Designated C-9, the twin-jet medical evacuation plane can carry 30 litters or 40 ambulatory patients. It will cruise at 520 mph over a range of 2000 miles.

Twelve of the C-9s are under construction and will replace the C-118 *Liftmaster* and C-131 *Samaritan*. The first of the new planes was rolled out for inspection at Long Beach in June.

The C-9 will be operated by the 375th Aeromedical Airlift Wing, Scott AFB, Ill.

★ ★ ★

A COMPACT OCEANOGRAPHIC survey ship named *Researcher* will soon join the U.S. Coast and Geodetic Survey.

The ship, nearing completion at Toledo, Ohio, will measure a relatively small 278 feet in length and displace 2800 tons, but will handle a full range of marine survey activities. She will be as sophisticated in equipment as larger survey ships, but will be more economical to operate.

In addition to electronic instrumentation, *Researcher* will be capable of carrying helicopters and will have a 20-ton crane for use in launching and retrieving submersibles. Her navigation and weather devices will tie in with satellite systems.

The ship will have 4000 square feet of enclosed laboratory space. She will carry 67 officers and crewmembers and 18 scientists. Her normal operating range will be 13,000 nautical miles.

Researcher will operate from Miami and Norfolk on a variety of oceanographic survey missions. Among other things, she will trace currents and measure tides in the Atlantic and Gulf of Mexico.

★ ★ ★

AMERICANS WOUNDED in Vietnam have a better chance at recovery than servicemen in any previous conflict, due partly to a quick trip to the hospital.

Helicopters and Air Force *Hercules* C-130s are responsible for the service which can start a man toward medical help within 30 minutes after he is wounded.

From jungles and rice paddies, helicopters airlift injured GIs to base camps where they receive primary medical treatment and await their medevac flight.

A flight nurse and two medical technicians are aboard

the C-130 which takes the wounded on the next segment of their trip.

Medical attendants strap ambulatory patients into canvas seats, while the more seriously wounded are secured in hammock-like stretcher bunks.

Once the wounded are on board, the C-130 is quickly on its way to complete its rounds.

★ ★ ★

THE ENGINE BLAST from VTOL (vertical takeoff and landing) aircraft kicks up a lot of dirt around the landing pad, which is hazardous, since the soil could be sucked into a jet engine.

The solution to the problem, Air Force engineers have found, is to place an inverted V fence of porous metal on the pad to deflect some of the blast upward.

Developed for the Air Force Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio, the fence is less than 16 inches high. It is positioned between the aircraft and the edge of a landing pad, and deflects some of the blast upward at a 45 degree angle.

Because the inverted V fence allows the soil around the pad to remain on the ground, the landing pad may be built smaller. Without a fence the landing pad would have to be 100 feet wide to keep the surrounding soil from eroding. Using the fence, this width can be reduced to 50 feet.

★ ★ ★

IN THE GOOD OLD ANTARCTIC SUMMERTIME, *Hero*, a wooden-hulled ship with the lines of a sail-rigged trawler, will be seen working off Anvers Island where the U.S. scientific outpost, Palmer Station, is located.

Hero is owned by the National Science Foundation and will be used for a many-faceted investigation of sea and land life in the southern hemisphere—particularly in the coastal areas of the Antarctic Peninsula.

Deception Island, where earthquakes and volcanic eruptions forced the closing of Argentine, British and Chilean research stations in 1967, will be of particular interest to *Hero's* scientific complement as they probe changes wrought in this historic antarctic island.

This investigation is part of the Foundation-supported and administered United States Antarctic Research Program for 1968-69.

Hero's summertime base will be Palmer Station, where the Navy's Bureau of Yards and Docks (now the Naval Facilities Engineering Command) began the first buildings in 1964 and 1965 and which, today, supports U.S. research in the Antarctic Peninsula. When the ice begins to close in, *Hero* will move north to winter in South America.

The research ship is braced by thick timbers and her white oak hull will be resilient in pack ice which could crack a metal ship.

To protect her from ice abrasions, the hull is sheathed with a tough hardwood called greenheart, reinforced with metal plating where there is greatest contact with ice.

Although *Hero* is equipped with two 380-horsepower diesel engines, she carries a mainsail, foresail, jib and mizzen to maintain control if her main propulsion system should fail.

The sails also will permit silent operations during acoustic work and reduce roll when additional stability is required for scientific research.



A REAL HERO—Wooden-hulled National Science Foundation research ship *Hero* uses sails for propulsion and silent operations during Antarctic research projects.

Aboard the ship, there are facilities for research projects in biology, oceanography and earth sciences which will be conducted by 10 men from government agencies and the nation's universities.

After a short stay in the Washington Navy Yard, *Hero* left for Florida to continue the shakedown cruises which began after her launching in Maine. In October, she set a course for Valparaiso, Chile, and will begin operating in antarctic waters late this month.

Although *Hero* is owned by the National Science Foundation which supports her present cruises, her research projects are important to the Navy, which has already benefited from investigations made by researchers aboard *USNS Eltanin* (T-AGOR 8) of the Drake Passage, Scotia Sea and waters near Shetland, South Orkney, South Georgia and South Sandwich Islands as well as the northern fringes of the Weddell Sea.

Hero will provide the first access to many antarctic coastal areas and her temperature readings, bottom topography, precision depth recording, magnetic, seismic and gravity studies should provide considerable navigational help in an area which is largely uncharted.

ON AIR—Army's new armed air cushion vehicles take test run. They are capable of speeds up to 70 mph.



THE BULLETIN BOARD

Good Duty Comes by the Yard for Navymen at Puget Sound

THE FIRST STEP usually taken by a Navyman with a set of orders in his hand is to learn something about the new area to which he is to be assigned.

"Wow!" will undoubtedly be his reaction when he learns the facts about duty in Bremerton, Wash., at the Puget Sound Naval Shipyard. Climate, the surrounding countryside, recreation and housing sound just great, according to those who have been there. Here, in short, is what they have to say:

The climate appears to be ideal—average summer temperature of 62.6 degrees and a winter mean of 42 degrees, with an average of 36.54 inches of rainfall per year. These are all averages, mind you.

The city itself has all the advantages of a moderate-sized community, yet big-town Seattle is only an hour away by ferry and Tacoma is 32 miles distant over a toll-free road.

The natural setting is almost impossible to beat with the snowcapped Olympic Mountains as a backdrop and Puget Sound's protected harbors at the city's feet. The environs of Bremerton provide a recreational area with forests, lakes, glaciers, mountain streams and the sea. All are available to the Navyman with the right set of orders.

Meanwhile, back at the Puget Sound Naval Shipyard, Navymen who are stationed there find Special Services is all set to complement their surroundings. For example, Special Services has located boats throughout upstate Washington's best saltwater fishing areas. All can be rented at a nominal cost.

If you don't want to rent one, pour your own at the hobby shop. Eight-, 10- and 14-foot molds, plus all the necessary fiberglass and accessories needed to build a plastic boat, are available.

At the Special Services Gear Locker, you and your dependents can find a beautiful array of household, sports and recreational equipment ready for immediate use. And, if you want to sleep in a trailer while you are in the

nearby wilds, that's available, too. Although most of the equipment can be used for the asking, a charge is made for a few items. The charge never exceeds \$3.50 per person or per family.

Working our way down from the real heady stuff to the slightly more prosaic, there are the 20 and one-half acres of Camp McKean located on Kitsap Lake about five miles west of Bremerton which is available to Navymen and their families.

If you want to stay closer to home, you might try the PSNS Bowling Lanes. Eight lanes are available for either league or open bowling.

If bowling is not your thing, you have before you the use of the gym, the athletic field, the swimming pool and hobby shops, as well as facilities for woodworking, TV and radio repairs and car washing. Decisions, decisions.

There is, of course, a theater for the latest movies, and Navymen who hold an amateur's license may use the radio station K7NBO to keep in touch with their far-flung friends.

Golfers may make divots in the turf of the Kitsap Golf and Country Club if they are assigned to commands participating in the Composite Recreation fund. Players are expect-

ed to reimburse the fund at a nominal \$1.50 per game.

When you learn that you are coming to Bremerton, it is suggested that you contact the Naval Housing Aide at the Naval Housing Office, Code 818, Naval Barracks, Bldg 433, Puget Sound Naval Shipyard, Bremerton, Wash. 98314.

Tell the man your rate or rank, number of children in the family and whether or not you prefer furnished or unfurnished housing. Meanwhile, here is a recapitulation of the housing situation at Eastpark, Westpark and Jackson Park as of the time of this writing.

(Note: However, reports on housing are subject to frequent change and the information printed below may well have been revised by the time you read this or by the time you arrive at Bremerton.)

In both Eastpark and Westpark, rent is charged according to the size of the unit, and utilities are included in the rent.

Eastpark units are one- and two-story wooden buildings. Duplex units are in the single story buildings and have two and three bedrooms. The two-story units have two bedrooms and a bath upstairs and living room and kitchen on the first floor. Eastpark units are either unfurnished or furnished with basic items.

Eastpark provides housing primarily for enlisted personnel (ship and shore duty) assigned to Puget Sound Naval Shipyard, Bangor and Keyport. Personnel assigned to the 13th Naval District, Seattle, are eligible when surplus housing exists. Officers are eligible to live at Eastpark on a temporary basis only when surplus vacancies exist during overhaul period of their ship or while arrangements are pending for permanent housing.

Eastpark is located about 15 minutes by bus from the shipyard and the downtown area. There are plenty of schools, churches and shopping areas close by and the project is served by a good bus schedule. If you have a pet, he's welcome, too, but

Som E. McCrum, JOC, USN



"Look at it this way, Mr. Smith, not everyone around here has broken the sound barrier in a T-34."

he will need a license from the city of Bremerton.

If you have a washing machine, you might want to bring it because there are none in the houses. None of the units is wired for dryer. You may, if you wish, use the coin-operated laundries located throughout the area.

The rental rates for Eastpark are as follows:

ENLISTED RATES	Furnished	Unfurnished
One-bedroom	\$60.60	None
Two-bedroom	67.20	\$62.10
Three-bedroom	74.40	68.40

OFFICER RATES	FURNISHED ONLY
One-bedroom	None
Two-bedroom	\$69.00
Three-bedroom	\$77.40

At the Westpark Project, the average rent for shore duty Navymen ranges from \$38 to \$73 per month with utilities paid. Shipboard Navy-men pay \$35 to \$63 per month including utilities.

Everyone is required to pay a \$20 deposit which, if the premises are left in good order, is refunded when the occupant vacates. Bus service is excellent and Westpark itself is conveniently located only two miles from the downtown shopping areas.

Westpark incidentally, is not a military project but shore and ship duty enlisted Navymen are eligible.

Navymen who move in will find the units furnished with basic items such as chairs, davenport, floor lamp, end table, beds, mattresses, chests of drawers and mirror. Occupants use the coin-operated laundries located throughout the area. Bring your pets, if you like. They can live there, too, provided they are licensed by the city of Bremerton.

Another housing area, Jackson Park Military Housing, is located about three miles from the Puget Sound Naval Shipyard on Highway three North, at the Bremerton Annex of the Naval Ammunition Depot.

The development is attractively located on a hillside to give the inhabitants full advantage of a view of the mountains and the water.

All enlisted Navymen on shore duty attached to any of the naval activities as well as men from home-ported ships within the Bremerton area complex are eligible for housing at Jackson Park.

The houses are attractively constructed of brick and wood and have a distinct 20th century appearance about them. Inside, you can look through your picture window, enjoy resilient tile flooring, hang your pictures on plastered walls and your clothes behind louvered closet doors. Aluminum screens keep out (excuse the expression) insects.

The 100 units at Jackson Park use four architectural designs. Type A has three bedrooms (all on one floor) and one and a half baths. Type B has four bedrooms on the second floor of the two-story unit and a bath on each floor. Type C is also a two-story unit and has all three bedrooms on the second floor with a bath on both floors. Type D (also

two stories) has three bedrooms with the master bedroom and bath on the main floor and two bedrooms and bath on the upper level.

The baths, we might add, have ceramic tile walls and floors. Each unit has a private patio area and a carport with storage facilities plus a fenced-in utility yard and an enclosed trash barrel area.

Each set of quarters has its own gas furnace and gas hot water heater, an electric stove and combination refrigerator-freezer. These can't be removed from the premises, so don't plan to use your own.

You can, however, bring and use your own washer and dryer for there are both electric and gas connections for these appliances in the util-

WHAT'S IN A NAME

Light Shed on Mystery of Deep Scattering Layers

An ocean mystery which might be called the Case of the Deep Scattering Layers has confounded scientists since it began to unfold some 25 years ago. It now is beginning to break.

During World War II, large amounts of marine organisms were found grouped in bands which produced false bottoms on the recording traces of echo-sounding devices. Cartographers charted nonexistent shoals because sound equipment used to delineate the ocean floor sometimes traced the marine bands—deep scattering layers—instead.

Sonarmen sometimes became confused when target returns from submarines were obscured with sound energy scattered by the layers.

Since the layers were discovered, scientists have learned the marine animals migrate to the surface at sunset and descend to mid-depths at sunrise. They inhabit broad reach-

es of the world's oceans to depths of 3000 feet. Until recent years, that's about all that could be learned about the mysterious creatures. The Naval Oceanographic Office wanted more information.

Last summer, scientists from the Oceanographic Office netted thousands of layer specimens north of Hawaii. These specimens, preserved in jars of formaldehyde, are being compared with layer creatures found during catches in the Atlantic during the past three years.

The most important organisms in the layers are fish equipped with swim bladders, which act as air bubbles to scatter sound energy. A few, such as lantern fish, hatchetfish and bristlemouths, have been identified.

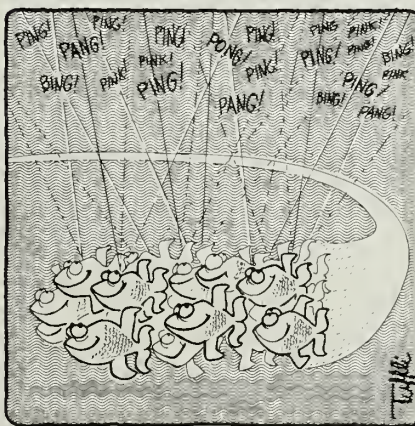
However, biologists do not fully understand the mechanism of the sound-scattering swim bladder, and are finding it hard to get live specimens for study. Layer creatures are extremely delicate and have a high mortality rate.

For example, during the Hawaii cruise, scientists used a midwater trawl and six-foot net lowered to depths of 360 fathoms to catch layer inhabitants. Most of the creatures were killed or injured as they thrashed against each other and the sides of the net.

Specimens the scientists did come up with are being sorted and identified with regard to their vertical distribution in the layer column.

The search now is for a better way to locate the layers, measure the acoustic energy they scatter, and bring home samples.

The layers themselves may some day be charted.



ity room. There are also electrical outlets in the carport and patio. Each unit has a garbage disposal, telephone and TV outlet. There are no curtains in any of the units, but draperies are furnished for the living room.

The Jackson Park units are all unfurnished but a certain amount of older furnishings are available for use in a pinch. Linens and dishes are not included, but are available on a rental basis through the Navy Gear Office, operated under Special Services.

BAQ is forfeited at Jackson Park.

In addition to the facilities earlier mentioned which complement Bremerton's proximity to outdoor sporting activities, the usual amenities may be found at the Shipyard: Navy Exchange, barber and beauty shops, a watch repair shop, chuck wagon, commissary store, nursery, Navy Relief Society office, Commissioned Officers' Mess (Open), Commissioned Officers' Mess (Closed), Chief Petty Officers' Mess (Open), the enlisted "Mariner Club," a library, an Exchange laundry, dry-cleaning, shoe repair and tailor shop, a gas station and garage.

Protestant and Catholic services are held in the Naval Hospital chapel and the PSNS chapel.

In the event the activities described above prove to be too much for you, the 13th Naval District

All-Navy Cartoon Contest
John M. Schantz, LT, USN



"O.K. dear, Unodir on the wy hme, I'll pk up the chldrn fm scol and stop at the sprmkt for an addl gal of mlk and dozeggs. Plan arrhome abt 1800. By the wy, what's fordin?"

hospital is always available, located on the north central edge of the Shipyard.

However, if you take it relatively easy, your health and sense of well-being should flourish in the salubrious environment which is enjoyed by Bremerton, and you should enjoy your tour of duty as much as your predecessors.

Reduced Fares Offered to Parents of R&R Navymen

Parents of unmarried military personnel granted rest and recuperation leave in Hawaii from their active duty assignments in Vietnam or Thailand may now take advantage of reduced commercial airline fares between the U.S. West Coast and the 50th State.

Announcement of the reduced fare program, which places qualified parents in the same category as Navy wives traveling to Hawaii, appears in BuPers Inst. 4650.16 (Supplement-1).

Here's how it works:

After your R&R schedule to Hawaii is firmed up, obtain a DD Form 1580 — Military Standby Authorization for Commercial Air Travel — from your personnel officer. Fill it out completely, have it verified and then mail it immediately to your parents. Remember, they are authorized to participate in this program only if you are unmarried.

Upon receiving the three-by-seven-inch standby form, your parents in turn are to present it to the airline ticket agent together with proper identification (in the form of passport, driver's license, birth certi-

cate, or voter's registration card) at the time of purchasing their tickets.

(Navy wives must present their Uniformed Services Identification and Privilege Card, DD Form 1173.)

The reduced fares are for round-trip travel only, and your parents must complete their trip within 15 days from the date of departure from the continental United States.

Do-It-Yourselfers Face Selective Challenge in Test Of Self-Scoring Answers

The familiar answer sheets which accompany Navy correspondence courses may flunk out of service. This depends on how well a smart new "self-scoring" version does in a field test.

The proposed new answer sheet works like magic. It has a printed overlay which means that instead of inking (or penciling) in one of four blocks to specify your multiple-choice answer, you erase.

Erase the square for the correct answer and a "C" appears. Score yourself three points.

Erase a wrong choice and a number is revealed—a page of the text on which the course is based. Turn to that page and look for the material which covers the question. If you think you have the right answer, go back to the answer sheet and try again.

If you erase the "C" block on your second attempt, give yourself two points. If you don't, you'll again see the number for the appropriate text and page.

A "C" after a third erase is worth only one point. However, if the by-now-familiar page number shows up a third time, you clearly failed that question. It is suggested you work on your reading comprehension.

Not only does the new answer sheet tell a student right away whether he answered a given question correctly, and give him more than one chance to score, it cuts down on the time it takes to grade the course.

The self-scoring answer sheet was developed after studies at BuPers and the Navy Training Device Center, Orlando, Fla. It is being tried out as part of OCC General Oceanography (NavPers 10417-2S).

Cryptology Requirements

The article entitled "Now Is a Good Time for Officers to Think About Transferring to Specialty" which appeared on page 50 of the October issue of ALL HANDS inadvertently omitted the redesignation requirements for Special Duty Cryptology (1610). Here they are now

Baccalaureate or higher degree, preferably in a foreign language or linguistics, engineering (emphasis on electronics/electricity), physics, mathematics or computer sciences including operational or systems analysis. Experience should include training in research techniques, including teaching, in areas listed above. Applicants must meet security requirements outlined in BuPers Inst. 1120.33E.

New NEDEP Program Includes Both College and a Commission

AS PART OF its continuing program to recruit trained dietitians, the Bureau of Medicine and Surgery again suggests that NEDEP — the Navy Enlisted Dietetic Education Program — offers one of the shortest and smoothest paths to a commission (ALL HANDS, September 1968).

If you qualify for NEDEP, you receive an all-expenses-paid trip through college while you continue to draw the pay and allowances of your enlisted grade. The long-range payoff is a commission in the Medical Service Corps.

NEDEP gives qualified enlisted men and women (any rating, any pay grade) up to three years of college with a view toward a baccalaureate degree in Medical Dietetics. The primary consideration is to select candidates who have the ability and potential to succeed as Medical Service Corps officers.

A basic directive on the subject, BuPers Inst. 1120.38 series, lists the NEDEP eligibility requirements. You must:

- Be a citizen of the United States and not have reached your 24th birthday on 1 July of the year in which you apply. (A waiver may be granted on the basis of one year for each year of fully-transferable college credits beyond the first-year level.)

- Have had at least one year of active duty and be serving on active duty as of 1 July of the year of application. (Members of the TAR program may apply for NEDEP provided they meet this requirement as well as all others.)

- If a woman, be unmarried at the time you enter the program. (Women candidates who get married after entering NEDEP must agree not to request discharge or resign for reason of marriage while they remain in the program or have a related active duty obligation. Also, women applicants may not have dependents under age 18.)

- Be a high school graduate and have completed at least 32 semester credits or 48 quarter credits of college with a grade average no lower than C+. The college work must include nine quarter credits or six semester hours of English; 10 quarter credits or six semester hours of

chemistry; five quarter credits or three semester hours of mathematics; and five quarter credits or three semester hours of biology.

- Have a minimum combined GCT/ARI score of 118.

- Meet physical standards for appointment in the Medical Service Corps in accordance with chapter 15, *Manual of the Medical Department*.

- Have no record of conviction by general, special or summary courts-martial, no record of non-judicial punishment for two years preceding 1 July of the calendar year in which application is made, and no record of civilian conviction other than minor traffic offenses.

If your personal qualifications meet the above requirements, and you wish to apply for NEDEP, ask your personnel office for a copy of BuPers Inst. 1120.38. This instruction, the basic NEDEP directive, describes the format your application must take.

A Report of Medical Examination (SF 88) conducted no more than 16 weeks before you apply, and a Report of Medical History (SF 89), must be included in your application package. You also must enclose high school and college transcripts, a handwritten statement, and personal history and security questionnaires. However, be sure to check the NEDEP instruction to make sure you have all the enclosures and the format required.

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN



"Tell Ops we'll change course when the big hand is on the 6 and the little hand is on the 3."

You are advised to gather the needed information well in advance. Applications for any NEDEP school year must reach the Chief of Naval Personnel between 1 October and 1 January. (Now would be a good time to start working up an application that would have to reach BuPers by 1 Jan 1970).

One very important point is your commanding officer's recommendation. This will be based on your character, motivation for NEDEP and academic potential, and takes the form of an endorsement to your letter of application.

Your CO will appoint a board of three officers to interview you. If possible, one of the board members will be a Medical Service Corps officer, and all three will be of grade LCDR or above.

After your application is received by BuPers, a Reserve Officer Aptitude Test will be forwarded to your command for administration.

Next, a BuMed selection board considers your application, your record and other factors.

If you are selected by the board, you will be furnished with an application packet for admission to a college or university designated by the Chief, Bureau of Medicine and Surgery.

If you are accepted by the school, you'll be transferred there for full-time duty under instruction.

However, before you can be detached from your old command, you must be discharged and reenlisted in the Regular Navy for six years. Or, if you had reenlisted for six years within the preceding two years, you may extend your enlistment to acquire the six-year obligation.

(Note here that if your rating is one designated for a variable reenlistment bonus, don't plan on such a bonus when you ship over for NEDEP or any similar program. See VRB November, p. 47.)

If you possess valid college credits, you may be admitted to your NEDEP school with advanced standing, provided the extra credits are relevant to your studies and are accepted by the school. In any event, your NEDEP education will not exceed three consecutive years, and will count as a normal tour of shore duty.

You maintain your enlisted status while attending college but, of course, will be eligible for advancement as you meet the usual qualifications for your rating and pay grade.

You may not apply for any other in-service officer procurement program while enrolled as a NEDEP student.

The Navy pays the school directly for your tuition and other fees, but you must apply for reimbursement for textbook fees.

Your pay and allowances are the same while you're in school as they would be if you were in the Fleet. (However, allowances for quarters and subsistence are not paid when provided "in kind" by the school or an agency affiliated with the school.)

You normally wear civilian clothing while attending classes, but you are expected to keep up a complete, squared-away seabag.

You may take annual leave during academic holidays.

Following each school term, a transcript of your academic record is forwarded to BuMed. If there is any hint of unsatisfactory performance, you may be recommended for disenrollment from the program. (NEDEP dropouts usually go back to the Fleet to complete the terms of their enlistment.)

A physical exam you take each year will reaffirm your fitness for a commission. (If you are found physically unqualified, you will be dropped from the program.)

The real payoff is realized when you finish school. If fully qualified, you receive a baccalaureate degree

A Definition

Fine, so what's a dietitian?

The Navy's dietitians perform duties in both the therapeutic and administrative fields. They plan diets for hospital patients and calculate special and metabolic diets prescribed by medical officers.

Dietitians plan menus which insure proper diet and nutritional balance, requisition food and other supplies; and instruct patients in correct food and dietary habits. They also supervise and train assigned personnel.

and are appointed Ensign in the Medical Service Corps, Naval Reserve.

The Navy investment in you also matures because you agree to serve as a Navy dietitian for at least four years.

Aeronautical Maintenance Duty Officer Specialty Has Been Established

The Aeronautical Maintenance Duty Officer category has been created to provide for more efficient management in the field of career aviation maintenance.

The new category carries a 152X designator.

Promotion opportunity will be equal to that of the unrestricted line, and AMDOs will compete only with officers of the same designator for promotion.

Sea and shore rotation policy will be comparable to that of unrestricted line, and AMDOs can expect to be assigned to billets ranging from the organizational maintenance level to the maintenance planning offices of the Chief of Naval Operations.

The annual Restricted Line Transfer Selection Board is scheduled to convene this month to consider applicants for the 1520 designation. Applications from Regular and Reserve officers should have been prepared and submitted in accordance with BuPers Inst 1120.33E and BuPers Manual, Article C-1105A. Unless otherwise changed, these guidelines will remain in effect for future applicants.

Specifically, officers serving in a flying status must remove their names from the flight roster before

applying for the new restricted line category. Temporary officers, including LDOs serving in the grade of lieutenant commander, are eligible to apply for transfer to 1520 if, by 1 Dec 1968, they have not reached two years and sixth months in grade as a LCDR.

Permanent (USN) officers serving in grades of lieutenant through captain as of 1 Dec 1968 will be eligible for selection by this month's selection board. In the future, USN officers must not have passed the third anniversary of their date of rank as commander up to 1 December of the year in which they make application.

Officers applying for designation as an Aeronautical Maintenance Duty Officer, who have the qualifications listed below, are considered to be particularly qualified:

- Be a graduate of the Naval Academy or other accredited college or university and possess a baccalaureate or higher degree in the fields of engineering, science, management or administration.

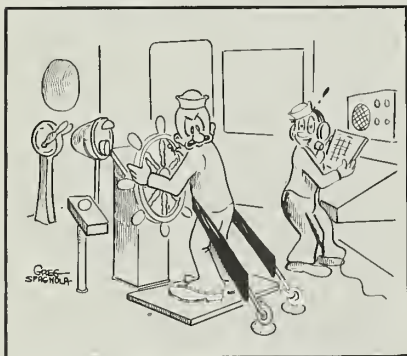
- Have a sound and thorough background in aviation maintenance. A minimum of three years' experience with Fleet units is desired.

Some E-8s, E-9s Will Be Happy With the Changes In Their Tour Lengths

Five senior and two master chief petty officer ratings have had their lengths of shore and sea tours revised as a result of a recent change to the *Enlisted Transfer Manual*.

Increases at sea were offset by these increases in shore tours: from 24 months to 36 months for AFCM, and from 30 to 36 months for AQCS. The only decrease in shore tour lengths — from 48 months to 36 months — affects the AVCM rating.

All-Navy Cartoon Contest
Gregory J. Spagnolo, SN, USN



"Isn't the Captain carrying safety regulations a little bit too far?"

All-Navy Cartoon Contest
Jeremiah H. Pooli, IC1, USN



"Just as I thought."

ADCS and AECS had their sea tours increased from 24 months to 30 months, while AFCM, AVCM, ATCS and AMCS sea tours jumped from 24 to 36 months. AQCS moved up from 30 to 36 months.

These changes apply only to those individuals who reported on or after, or who were advanced after, 1 Jan 1968.

A complete list of E-8 and E-9 rotation tour lengths follows:

Rating	Shore Mos.	Sea Mos.	Rating	Shore Mos.	Sea Mos.
ABCM	24	24	PRCS	36	24
ABCS	24	30	PTCS	48	24
ACCM	42	24	PTCS	48	24
ACCS	42	24	QMCM	24	36
ADCS	36	30	QMCS	24	42
AECS	36	30	RDCM	24	30
AFCM	36	36	RDCS	24	52
AGCM	30	30	RMCM	24	36
AGCS	30	30	RMCS	24	42
AMCS	36	36	SDCM	48	24
AOCM	24	24	SDCS	24	48
AOCS	24	24	SHCS	30	24
AQCS	36	36	BRCS	24	24
ASCM	48	24	BTCS	24	60
ASCS	48	24	BUCS	24	36
ATCS	36	36	CECS	24	30
AVCM	36	36	CMCS	24	30
AXCS	36	24	CSCM	24	24
AZCS	36	24	CSCS	24	48
BMCM	24	24	CTCM	24	48
BMCS	36	36	CTCS	24	48
BRCM	24	24	CUCM	24	36
DMCM	48	24	DCCM	24	36
DMCS	48	24	DCCS	24	48
DSCM	36	36	DKCM	48	24
DSCS	36	36	DKCS	36	24
DTCM	48	24	HMCS	48	36
DTCS	48	36	ICCS	24	42
EACS	24	36	IMCS	24	24
EMCM	24	48	JOCM	48	24
EMCS	24	48	JOCS	48	24
ENCM	24	48	LICM	48	24
ENCS	24	48	LICS	48	24
EOCS	24	30	DPCM	48	36
EQCM	24	24	DPCS	48	36
ETCM	36	36	MLCM	24	24
ETCS	36	36	MLCS	24	24
FTCM	36	42	MMCS	24	60
FTCS	24	48	MRCM	24	24
GMCM	24	48	MRCS	24	24
GMCS	24	48	SKCM	30	24
GMTCM	48	24	SKCS	30	24
GMTCS	48	24	SPCM	24	48
HMCM	48	36	STCM	30	30
MUCM	24	24	STCS	24	48
MUCS	24	24	SWCS	24	36
OMCS	24	24	TDCM	48	24
PCCM	48	24	TDCS	48	24
PCCS	48	24	TMCM	48	24
PHCM	36	30	TMCS	24	36
PHCS	30	30	UTCM	24	30
PICM	24	24	UTCS	24	30
PNCM	48	24	YNCM	48	24
PNCS	48	24	YNCS	48	24

Tours for preferred sea duty are normally 24 months. Some activities may, however, require that PreSeaDu tours be extended beyond 24 months in order to carry out necessary duties or assignments. Such extensions must be justified to the bureau (Pers-B2) via the appropriate fleet commander.

SecNav Instruction on Veterans Affairs Program Of National Urban League

A volunteer program for aiding the return to civilian life of minority group personnel is outlined in SecNav Inst 5350.11A. Negroes and other minority group personnel who have decided to return to civilian life after service in the Navy are encouraged to avail themselves of the services of the Veterans Affairs Program of the National Urban League.

As described in the SecNav Instruction, assistance for military men returning to civilian life includes job placement, assistance in finding housing, educational counseling and other personal services of interest to minority group personnel upon their release from the service.

All that is required to take advantage of the Urban League's program is the completion of a form (NavPers 1740/4 Rev. 5-68). The forms are returned to a collection point at each command for direct forwarding to the National Urban League headquarters.

The available services are best used when the forms are submitted to the national office of the Urban League about three months in advance of the anticipated release date of the individual serviceman.

Dragons Are Safety Minded

Dragons are not noted for safety but golden ones appear to be an exception. The Golden Dragons (also known around the Naval Air Station Lemoore, Calif. as Attack Squadron 192) earned the Chief of Naval Operations Safety Award for the third consecutive year.

During 45 of the 46 months of competition, the squadron registered no operational aircraft accidents at all—and not because its pilots were inactive.

Far from it. Golden Dragon pilots flew more than 25,000 hours and logged more than 10,000 carrier

landings during the 45-month period. The figures include about 750J combat sorties during three combat tours in Southeast Asia.

With a near perfect safety record for three consecutive years, any commanding officer would be tempted to dream up esoteric reasons for his pilots' excellence.

The Golden Dragon CO, however, advances only two explanations—esprit de corps and a professional attitude.

TV Classrooms for Seabees

Closed circuit television, the "in" thing around Navy school circles, has found its way into the Seabee training center at Port Hueneme, Calif.

Instructors there plan to commence rolling cameras for their students sometime before the beginning of the year with the hope of developing more efficient instruction methods in all eight of the center's trade courses—steelworker, builder, utilitiesman, construction electrician, engineering aid, equipment operator, construction mechanic, and draftsman illustrator.

Pioneering the Seabee teleteaching project are Chief William Hawkins, director of the instructional TV program, and Thomas A. Talley, a training administrator with the center.

Both men are recent graduates of a six-week educational television course at a civilian college where they studied the various facets of instructional TV, from writing scripts to producing and directing study sessions. They also took a turn as camera crewmen.

Saving time figures as a major feature of TV instruction at Port Hueneme, according to Chief Hawkins. Movies will be shown of operations in areas, such as the center's quarry blasting area, where it might be difficult for groups of men to gather.

Convinced that their teleteaching program will increase student efficiency while reducing instruction time, Chief Hawkins and Administrator Talley foresee the schools, now covering a large area, will eventually be consolidated, similar to many colleges and universities, today.

Meanwhile, plans are to equip each training area with at least one TV classroom.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Did You Hear the One About the Traveling Saleslady? (WS) (C): Comedy; Phyllis Diller, Bob Denver.

The Happiest Millionaire (C): Musical Comedy; Fred MacMurray, Tommy Steele.

The Power (WS) (C): Science Fiction; George Hamilton, Suzanne Pleshette.

The Anniversary (C): Drama; Bette Davis, Jack Hedley.

Journey to Shiloh (WS) (C): Western; James Caan, Michael Sarrazin.

The Poppy Is Also a Flower (C): Drama; Senta Berger, Stephen Boyd.

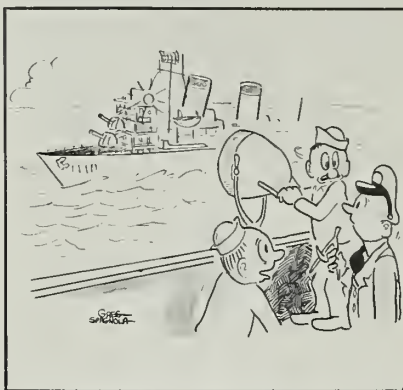
Buckskin (C): Western; Barry Sullivan, Joan Caulfield.

Sol Madrid (WS) (C): Melodrama; David McCallum, Stella Stevens.

The Odd Couple (WS) (C): Comedy; Jack Lemmon, Walter Matthau.

Warkill (C): Melodrama; George

All-Navy Cartoon Contest
Gregory J. Spagnola, SN, USN



"They want to know, do you wanna drag?"

Montgomery, Tom Drake.

Planet of the Apes (WS) (C): Drama; Charlton Heston, Roddy McDowall.

A Man Called Dagger (C): Melodrama; Jan Murray, Terry Moore.

The Devil's Brigade (WS) (C): Drama; William Holden, Cliff Robertson.

Savage Pampas (WS) (C): Drama; Robert Taylor, Ron Randall.

A Minute to Play, A Second to Die (C): Western Drama; Alex Cord, Arthur Kennedy.

The Rover (C): Adventure; Anthony Quinn, Rosanna Schiaffino.

Now Is a Good Time To Check On Your Service Insurance

As a Navyman ordered to active duty for more than 30 days, your life was automatically insured for \$10,000 under the Servicemen's Group Life Insurance which has been in effect since September 1965.

The Servicemen's Group Life Insurance is in addition to the coverage you may have under National Service Life Insurance or United States Government Life Insurance.

You pay \$2 per month for the \$10,000 worth of protection and, although the group insurance coverage was automatic, it was never intended to be compulsory. If you wish, you may reduce the amount of your coverage, cancel the policy altogether, or convert your group life to an individual policy.

If you reduce the amount of protection you receive under the policy, you have but one option—to cut your coverage to \$5000, for which you would pay half-premium—\$1 per month.

You may also cancel the group life insurance policy and pay no premium. If you cancel your Group Life policy, you do not jeopardize the \$10,000 protection you may have under National Service or U. S. Government Life Insurance policies.

A Few More Pointers from the Fleet on the Subject of OBA

In our April 1968 issue, we printed an article entitled "What Do You Know About OBA?" wherein we explained how to use the oxygen breathing apparatus, an important piece of firefighting equipment.

There followed numerous letters and comments on this important subject, many of which offered additional information.

While most of the new information was presented in a follow-up article printed in the June issue, below are excerpts from two of the letters which should be brought to your attention.

SIR: ...A photograph was shown and a statement made about the bail being swung out to insert the canister. If this is done, the lanyard attached to the pin that fires the candle will be in back of the bail.

An inexperienced man, not knowing this, may attempt to pull the lanyard only to have it break. The bail should be swung IN to insert the canister.—William S. Burkhead, MMC(SS), USN.

Our "model" who wore the OBA in our photographs tells us that it was a little difficult to remember to slip the lanyard up through the bail before swinging it closed, although it is a rather simple procedure. It would indeed seem a better idea, therefore, to swing it in, not out, when inserting the canister.—ED.

SIR: ... your paragraph on removing the expended canister should contain a caution as to where the canister is dropped. If the expended canister is dropped in an oily bucket or bilge, BANG, no more firefighter, and more damage.—Roger L. Mowery, MMI(SS), USN.

This precaution is covered in the *NavShips Technical Manual*, chapter 93, and is a considerably valuable point to make. Oil, gasoline, or similar materials coming in contact with the chemical in either the expended or unexpended canister will cause an explosion.

When the canister is removed, it should not be allowed to drop on the deck or grating if there is loose water on the deck, or if there is the possibility the canister may bounce into a bilge.

It is also dangerous to carry a used canister in a pouch on the belt during firefighting operations or in compartments where water and oil or gasoline may be present on the deck. Loose water is frequently contaminated with oil or grease, and if open canisters fall into it, they may explode.—ED.

Although relatively few choose to do so, you may convert your Servicemen's Group Life Insurance to an individual policy. It is highly improbable that a company will insure you as inexpensively as SGLI, but you have that option.

Life insurance, of course, provides financial protection for your survivors and it is important that you inform beneficiaries of their status.

Upon your death, they will have one year to claim the proceeds of your Group Life Insurance policy. After two years, the Veterans Administration has the authority to disburse the funds on its own initiative.

Normally, it is sufficient to permit the insurance to pass in order of precedence provided by law. If you designate no beneficiary, your widow (or widower) will have first preference. If you leave no widow, your children have next preference on a share and share alike basis.

Minor children or a minor widow, we might mention at this point, cannot receive the proceeds of this insurance unless they have a court-appointed guardian. If you have named no guardian in your will, the appointment of one after your death can be time-consuming and costly.

If you leave no widow or children, your parents will share the proceeds of the group policy. If no parents step forward, the money will be paid to the executor of your estate or to a family member most closely related to you.

If you have an unusual family situation, that is, divorced parents, either or both of whom remarried; or you are divorced, you should designate beneficiaries on VA Form 29-8286. This form may be used whenever you wish to designate a beneficiary.

After you are released from active duty, your protection under the Servicemen's Group Life Insurance will continue for 120 days. After that period, it will lapse unless you convert to an individual policy by following the instructions on the back of the VA Form 29-8284 which you will receive.

You should mail your request for conversion in time to have the entire transaction completed within the 120-day period.

If you convert from a group to an individual policy, you may do so within the 120-day period without

Alnav 53

For the information of all naval personnel, the text of Alnav 53 is quoted below in its entirety:

1. The exercise of the rights of freedom of speech and assembly does not include the right to borrow the inherent dignity, prestige, and traditions represented by the uniforms of the naval service to lend weight and significance to privately held convictions on public issues.

2. Pursuant to Para. 111.A.4 of (DoD Directive 1334.1 of 29 Mar 1967) and effective immediately, members of the Navy and Marine Corps (including retired members and members of Reserve components) are prohibited from wearing uniforms of the naval service while attending or participating in, or continuing to attend or participate in, a demonstration, assembly, or activity with knowledge that a purpose of such demonstration, assembly, or activity is the furtherance of personal

or partisan views on political, social, economic or religious issues; except (A) in connection with official duties or as otherwise authorized in advance by competent authority, or (B) incident to attendance at or participation in a bona fide religious service or observance. Authorization to wear the uniform should be granted by a commanding officer when reasonably assured that the service member's appearance in uniform at the particular event, viewed objectively, is not for the purpose of lending substantial weight or significance to privately-held convictions or interests; would not be so construed by an observer; and that the demonstration, assembly or activity does not relate to matters in public controversy.

U. S. Navy and Marine Corps regulations are hereby amended to include this prohibition. Appropriate printed changes will be distributed later.

undergoing a physical examination and you may insure yourself for the same amount or less than you were insured under your group policy.

You may choose between:

- An ordinary life policy (also known as a whole life or straight life policy) provides lifetime protection in return for premium payments throughout your life. The policy builds a cash value within the first three years and you may surrender the policy for this cash or borrow upon it.

- A limited payment life policy provides lifetime protection, but the premiums are paid over a specific number of years, generally 10, 20 or

30 years or until a certain age, such as 65, is attained. The annual premium is higher during these years, but the policy's cash and loan values increase faster than under the ordinary life policy.

- Endowment policies emphasize savings. They pay a sum of money at a future date named in the policy such as at the end of 20 years or at the age of 65 or at death, if it occurs before that date. Both the premiums and cash value are higher than the other types of policies.

The premiums you pay for your converted insurance will be based upon the type of policy you select, your age and your class of risk—determined by your occupation, travel and other considerations.

You might consider it worthwhile for your family to have full details concerning the protection you give them under your Servicemen's Group Life Insurance policy.

If you do, try the Veterans Administration publication (VA Handbook 29-66-I dated July 1966) entitled *Servicemen's Group Life Insurance Handbook*. It is available for 35 cents at Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

All-Navy Cartoon Contest
Shirley L. Makowski, SN, USN



"It's for you."



Courses in Damage Control

The following report is one of a continuing series on the very important subject of firefighting and damage control. In previous issues ALL HANDS has reported to the Fleet on the subjects of OBA (Oxygen Breathing Apparatus), Purple "K" and "light water," training at Fleet schools, shipboard damage control innovations and related subjects. Articles from ships and units that have news of interest to the rest of the Fleet are welcomed by ALL HANDS—and all hands.

THE NAVY provides plenty of opportunity for training in damage control and firefighting for those who want to know. Here is a rundown of schools available, courses offered and publications concerning these important subjects:

The Naval Damage Control Training Center at Philadelphia, Pa. offers six courses for officers and 13 courses for enlisted men. When unusual circumstances create a need, special classes may be given upon request. The school has a staff of 24 officers, 56 enlisted men and five civilians. Its student capacity is 576.

The following courses are offered:

Officer Courses (Philadelphia)

• **Prospective CO/XO Damage Control (SECRET) A-2E-020.** Length of course is one week. The Navy skill identifiers for which students are trained are NOC 9222 and 9228.

The purpose of the course is to give prospective commanding and executive officers a broad general knowledge of damage control principles and procedures.

The scope of the course is to review practical aspects of ship stability, administrative procedures, organization of damage control repair parties and latest developments in the areas of damage control, including nuclear, biological and chemical (NBC) warfare defense and firefighting.

A secret clearance is required and quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to: Commanding Officer Naval Damage Control Training Center, Philadelphia, Pa. 19112.

• **Damage Control Assistant (SECRET) A-4G-010.** Length of course, 10 weeks in peacetime and eight weeks during mobilization. The Navy skill identifier for which students are trained is NOC 9308.

The purpose of the course is to provide the minimum training required to prepare junior officers to perform effectively the duties of a damage control assistant (DCA).

The course is composed of the Applied Damage Control Course, the Nuclear, Biological and Chemical Warfare Defense Course and the General Shipboard Firefighting Course.

A secret clearance is required and quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

• Applied Damage Control (CONFIDENTIAL) A-4G-012.

Length of the course is four weeks in peacetime and three weeks during mobilization. The Navy skill identifier for which students are trained is NOC 9308.

The purpose of the course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship.

The course covers practical aspects of ship stability, administrative procedures, organization of repair parties, operation and maintenance of damage control equipment and systems including practical exercises involving fire and structural damage.

A confidential clearance is required. Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, U.S. Naval Damage Control Training Center, Philadelphia, Pa. 19112.

• **Nuclear, Biological and Chemical Warfare Defense (Afloat) (SECRET), A-4G-014.** Length of the course is five weeks during peacetime and four weeks during mobilization. The Navy skill identifiers for which students are trained are NOC 9308 and 2765.

The purpose of the course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship as they relate to defense against nuclear, biological or chemical attack.

The course covers nuclear weapons and effects, radiological detection and survey, nuclear accidents, biological and chemical agents and effects, protection and decontamination and shipboard organization.

A secret clearance is needed and mathematics up to and including algebra is desired.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Phila., Pa. 19112.



Fire Fighting Assistant

& Firefighting for All Hands

• **General Shipboard Fire Fighting, A-4G-016.** Length of course is one week. The Navy skill identifiers for which students are trained are NOC 9308 and 2730.

The purpose of the course is to provide a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members.

The course covers methods of handling fire hoses and related equipment, types of fires, mechanical foam and foam generating equipments, operating of portable pumps, OBAs, special hazards and dry chemicals and actual firefighting exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa.

Incoming personnel report to Commanding Officer, Naval Damage Control Center, Philadelphia, Pa. 19112.

Classes convene every Monday except holidays.

• **General Shipboard Fire Fighting Indoctrination A-7K-012.** Length of course is two days.

The purpose of the course is to introduce or refresh shipboard personnel to the elementary chemistry of fire and applications of fire extinguishment.

The course covers methods of handling fire hoses and related equipment, types of fires and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa.

Incoming personnel report to Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Enlisted Courses (Philadelphia)

• **Damage Control Indoctrination, A-780-010.** Length of course is one week.

The purpose of the course is to train enlisted personnel in the practical aspects of damage control.

The course covers repair party responsibilities, damage control equipment and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Basic Damage Control, A-780-012.** Length of course is two weeks in peacetime and one and one-half weeks during mobilization.

The purpose of the course is to train enlisted personnel in the practical aspects of damage control.

The course covers organization for damage control, hull and hull system, stability, OBA operation and ap-

plication, casualty control, shoring, hull and pipe patching, repairing with plastics, operation of portable pumps and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **NBC Defense Indoctrination, A-780-015.** Length of course is one week.

The purpose of the course is to provide indoctrination and instruction in the important phases of nuclear, biological and chemical warfare defense to enlisted personnel who have had no previous formal instruction in NBC defense.

The course covers nuclear effects and types of bursts, classification and detection of biological and chemical agents, decontamination procedures, use and care of protective masks and protective clothing.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Nuclear Biological Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-016.** Length of course is three weeks.

The purpose of the course is to train key shipboard repair party personnel in NBC defense.

This course consists of the Nuclear Defense for Petty Officers (two weeks) and BW/CW Defense for Petty Officers Courses (one week).

Those taking this course must be in pay grade E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Nuclear Defense for Petty Officers (CONFIDENTIAL), A-780-018.** The length of the course is two weeks.

The purpose of the course is to train key shipboard repair party personnel in nuclear defense.

This course consists of basic nuclear physics; types and effects of bursts; detection and decontamination; operation and calibration of radiac equipment; shipboard monitoring and decontamination; organization of shipboard repair parties; and practical exercises.

Those taking this course must be in pay grade E-4 and above and be key shipboard repair party personnel.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Biology and Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-02v.** The length of the course is one week.

The purpose of the course is to train key shipboard repair party personnel in biological and chemical warfare defense.

The course covers classification, detection and decontamination of BW/CW agents, use and care of gas masks, organization of shipboard repair parties and practical exercises.

Those taking this course must be in pay grades E-4

Students taking this course must be in pay grade E-5 and above.

Quota control is under the Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

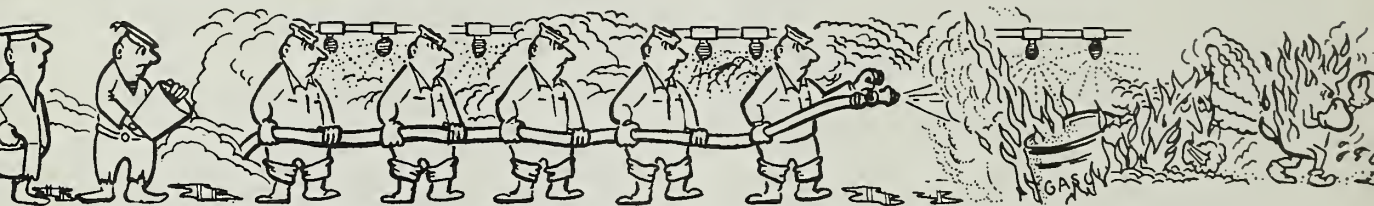
Incoming enlisted personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to the CO NDCTC.

• **Portable Fire Pump Repair, A-780-026.** Length of course is one week.

The purpose of this course is to train selected personnel in the maintenance and repair of ships' portable pumps.

The course includes practical experience and knowledge in the fundamentals, repair and maintenance of portable gasoline driven emergency pumps used on board ships of the U.S. Navy.

Quota control is under Commanding Officer, Naval



and above and be key shipboard repair party personnel. A confidential clearance is also required.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Damage Control "Buttercup" Casualty Exercise, A-780-022.** Length of course is one day.

The purpose of the course is to train DC personnel in the practical aspects of damage control.

The course covers damage control problem conducted aboard the "Buttercup" training device.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

A convening schedule is available upon request.

• **Fire Fighting Instructor, A-780-024.** The length of this course is four weeks during peacetime and three weeks during mobilization.

The purpose of the course is to train senior petty officers for duty as firefighting instructors both aboard ship and at Navy firefighting schools. This course is also available for officer personnel who require this training.

The course covers firefighting methods and techniques, operation and care of equipment, first aid, special hazard fires, instructor techniques and practical firefighting field exercises.

The Navy skill identifier for which students are trained is the recently established NEC 9555, Repair Party/Unit Leader. This course, together with the NBC Defense for Petty Officers and the Damage Control Indoctrination Course, completes the school requirements applicable for the assignment of NEC 9555.

Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to CO NDCTC.

This course convenes every Monday except holidays.

• **Damage Control Plastic Repair, A-780-028.** Length of this course is two days.

The purpose of the course is to train personnel in the application of plastics in effecting permanent and temporary repairs of ships' piping. This course is also available for officer personnel who require this training.

The course covers the development of plastics, instruction and application and practical exercises in repair by use of plastics.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers to CO NDCTC.

Classes convene every Tuesday except during holiday leave season.

• **General Shipboard Fire Fighting Indoctrination, A-780-031.** The length of the course is two days.

The purpose of the course is to introduce or refresh shipboard personnel to the elementary chemistry of fire and applications of fire extinguishment.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station. Officers report to CO, NDCTC, Philadelphia, Pa. 19112.

• **General Shipboard Fire Fighting, A-780-033.** Length of course is one week.

This course provides a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members. This

course can be designed expressly for aircraft carrier fire-fighter training.

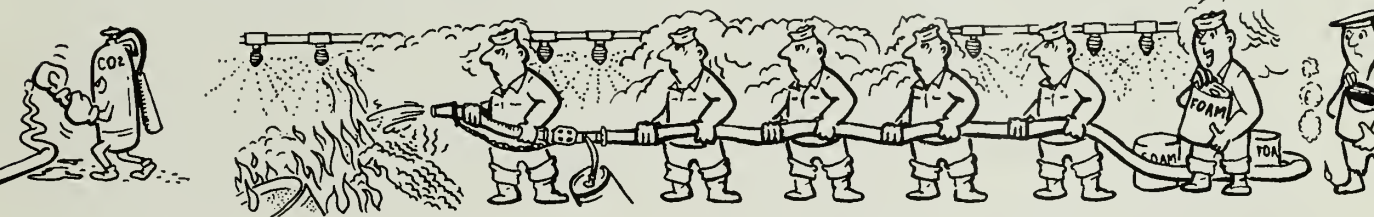
Enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to CO, NDCTC, Philadelphia, Pa.

Courses convene every Monday except holidays.

• **Damage Controlmen, Class A, A-780-035.** Course lasts nine weeks during peacetime and eight weeks during mobilization.

Purpose of the course is to provide the basic technical knowledge and skills required to prepare for the lower petty officer rates.

This course covers hull and hull systems, casualty control, shoring, hull and pipe patching, plastic repairs, operating portable pumps, firefighting, basic nuclear physics, characteristics of nuclear bursts, radiac instruments, shipboard monitoring, classification and detection of BW/CW agents, shipboard decontamination, use and



care of gas masks, boat and deck repair, practical exercises.

Students are chosen from among selected Damage Control Firemen having a GCT+MECH+SP of 156 and who are qualified for sea duty.

Quota control is under: Fleet—Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112. All others—BuPers.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

Treasure Island

The Naval Schools Command at Treasure Island, Calif., offers six damage control courses for officers and 15 courses for enlisted men. When unusual circumstances create a need, special courses may be given upon request. The school has a staff of 24 officers, 61 enlisted men and one civilian. Its student capacity is 500.

The following courses are offered:

Officer Courses

• **Prospective CO/XO Damage Control (SECRET), A-2E-020.** Length of the course is one week. Those taking the course are trained for NOCs 9222 and 9228.

The purpose of the course is to give prospective commanding and executive officers a broad general knowledge of damage control principles and procedures.

The course covers a review of practical aspects of ship stability, administrative procedures, organization of damage control repair parties and the latest developments in the areas of damage control including NBC defense and firefighting.

Students are required to have a secret clearance.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Convening dates are available upon request.

• **Damage Control Assistant (SECRET), A-4G-011.** The length of this course is 10 weeks during peacetime and eight weeks during mobilization.

This course provides minimum training required to prepare junior officers to perform effectively the duties of a damage control assistant (DCA).

Quota control is under Officer in charge, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Applied Damage Control (CONFIDENTIAL) A-4G-013.** Length of course is four weeks during peacetime and three weeks during mobilization.

The purpose of this course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship.

Quota control is under Commanding Officer, Naval

Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear, Biological and Chemical Defense (Afloat) (SECRET) A-4G 015.** Length of this course is five weeks during peacetime and four weeks during mobilization.

This course trains officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship as they relate to defense against nuclear, biological or chemical attack.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **General Shipboard Fire Fighting A-4G-017.** Length of course is one week.

This course provides a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Monday except holidays.

• **General Shipboard Fire Fighting Indoctrination A-7K-013.** Length of the course is two days.

This course introduces or refreshes shipboard personnel to the elementary chemistry of fire and applications of extinguishment.

It covers methods of handling fire hoses and related equipment, types of fires and practical exercises.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Monday and Wednesday except holidays.

Enlisted Courses (Treasure Island)

• **Joint Armed Services Courses in Maintenance of Radiac Instruments A-670-020.** Length of the course is four weeks. The Navy skill identifier for which students are trained is NEC 9597.

Purpose of this course is to train personnel in radiac instrument operation, maintenance and calibration.

The course covers operation, maintenance, calibration and repair of alpha, beta, gamma and neutron detection instruments; monitoring; decontamination; AEC license requirements, basic nuclear physics and effects of nuclear explosions and radiation hazards.

Students must have a background in electronics, physics or equivalent. Generally speaking, the ET, IC, EM, ET, FT, FC, ST, AL, AT and AX ratings qualify. No clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Damage Control Indoctrination, A-780-011.** Length of course is one week.

The purpose of this course is to train enlisted personnel in the practical aspects of damage control.

The course covers repair party responsibilities, damage control equipment and practical exercises.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Division Damage Control Petty Officer, A-780-014.** Length of course is three days.

Purpose of this course is to train damage control petty officers in their assigned duties.

The course covers division damage control inspec-

Officers (two weeks) and BW/CW Defense for Petty Officers (one week).

Students must be in pay grade E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear Defense for Petty Officers (CONFIDENTIAL), A-780-019.** Length of course is two weeks.

Purpose of the course is to train key shipboard repair party personnel in nuclear defense.

The course covers basic nuclear physics, types and effects of bursts; detection and decontamination; operation and calibration of radiac equipment; shipboard monitoring and decontamination; organization of shipboard repair parties and practical exercises.

Students must be in pay grades E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

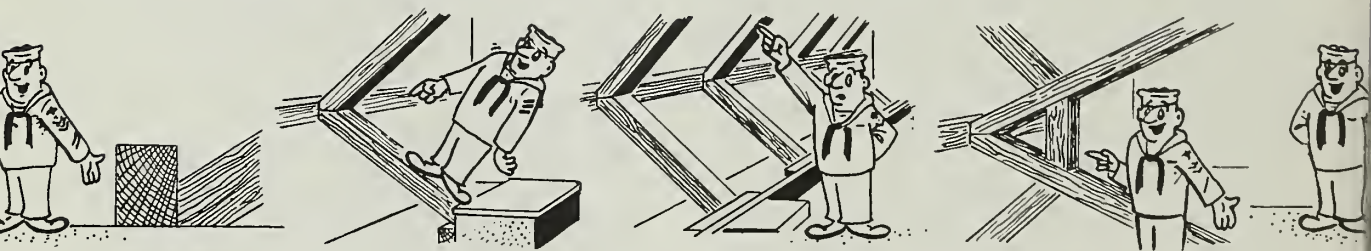
Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Biological and Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-021.** Length of course is one week.

Purpose of the course is to train key shipboard repair party personnel in biological and chemical defense.

Course covers classification, detection and decontamination of BW/CW agents, use and care of gas masks, organization of shipboard repair parties and practical exercises.

Students must be in pay grades E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.



tions of equipment and spaces, organization, routine upkeep, maintenance, tests and reports.

This course is open only to petty officers in pay grade E-4 and above.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear Biological Chemical Defense for Petty Officers (CONFIDENTIAL) A-780-017** Length of course is three weeks.

Purpose of the course is to train key shipboard repair party personnel in NBC defense.

This course consists of the Nuclear Defense for Petty

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Damage Control "Buttercup" Casualty Exercise, A-780-023.** Length of course is one day.

Purpose of course is to train DC personnel in the practical aspects of damage control.

The course covers damage control problems conducted aboard "Buttercup" training device.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Dates on which classes convene can be furnished upon request.

• **Fire Fighting Instructor, A-780-025.** Length of course is four weeks during peacetime and three weeks during mobilization.

The purpose of the course is to train senior petty officers for duty as firefighting instructors both aboard ship and at Navy firefighting schools.

This course is also available for officer personnel who require this training.

The course covers firefighting methods and techniques, operation and care of equipment, first aid, special hazard fires, instructor techniques and practical firefighting field exercises.

The Navy skill identifier for which students are trained is the recently established NEC 9555, Repair Party/Unit Leader. This course, together with the NBC Defense for Petty Officers and the Damage Control Indoctrination Course, completes the school requirements applicable for the assignment of NEC 9555.

Students must be in pay grade E-5 and above.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Portable Fire Pump Repair, A-780-027.** Length of course is one week.

Purpose of the course is to train selected personnel in the maintenance and repair of ships' portable pumps.

The course includes practical experience and knowledge in the fundamentals, repair and maintenance of portable gasoline driven emergency pumps used on board ships of the U. S. Navy.

Classes convene every Monday except holidays.

• **Damage Control Plastic Repair, A-780-029.** Length of course is two days.

Purpose of the course is to train personnel in the ap-

Purpose of the course is to train personnel in the operation and maintenance and tests and inspection of the magazine sprinkler system.

Course covers principles of operation, how to recognize faulty operation and the repair of valves and nozzles and how to perform checks and replace defective components.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Officer in Charge, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene once a week upon request.

• **General Shipboard Fire Fighting Indoctrination, A-780-032.** Length of course is two days.

The purpose of the course is to introduce or refresh shipboard personnel in the elementary chemistry of fire and applications of fire extinguishment. This course can be designed expressly for aircraft firefighting and training.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **General Shipboard Fire Fighting, A-780-034.** Length of course is one week.

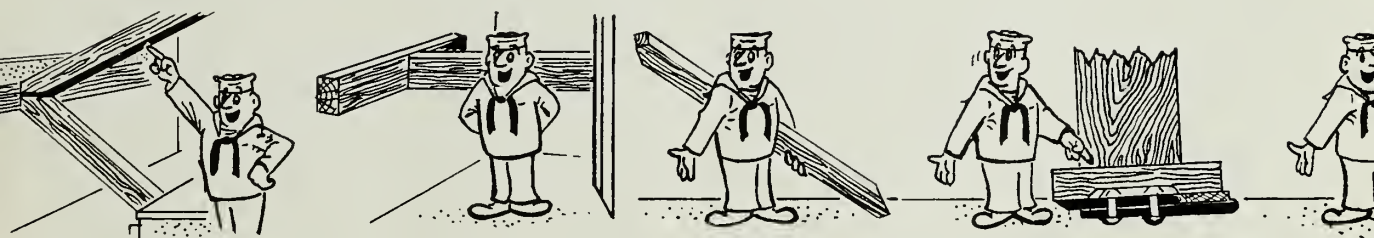
This course provides a basic working knowledge for personnel in handling all types of shipboard fires and instruction on how to function effectively as firefighting team members. This course can be designed expressly for aircraft carrier firefighting training.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Courses convene every Monday except holidays.

• **Damage Controlmen, Class A, A-780-036.** Length of course is nine weeks in peacetime and eight weeks during mobilization.



plication of plastics in effecting permanent and temporary repairs of ships' piping. This course is also available to officers who need the training.

The course covers the development of plastics, instruction and application and practical exercises in repair by use of plastics.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Tuesday except holidays.

• **Automatic Thermo-Pneumatic Control System for Magazine Sprinkler System Control Valves, A-780-030.** Length of the course is two days.

Purpose of the course is to provide the basic technical knowledge and skills required to prepare for the lower petty officer rates.

This course covers hull and hull systems, casualty control, shoring, hull and pipe patching, plastic repairs, operating portable pumps, firefighting, basic nuclear physics, characteristics of nuclear bursts, radiac instruments, shipboard monitoring, classification and detection of BW/CW agents, shipboard decontamination, use and care of gas masks, boat and deck repair, practical exercises.

Those taking this course are selected from among firemen having a GCT + MECH + SP of 156 and who are qualified for sea duty.

Quota control is under — Fleet: Commanding Officer, Naval Schools Command, Treasure Island, Calif. All others: BuPers.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif.

Officer Course At Ft. McClellan, Ala.

One course is offered at the Naval Unit, Ft. McClellan, Ala. This unit is staffed by five officers and four enlisted men and has a student capacity of 56. The course offered is:

• **Nuclear, Biological and Chemical Defense (ASHORE) (SECRET) A-7K-011.** Course lasts for six weeks during

above and civilians in the grade of GS-12 and above who have a need to know. An interim top secret clearance is required.

Quota control is under Chief of Naval Personnel (Pers-C21).

Incoming personnel report to Commandant, CBR weapons, Orientation Course, Dugway Proving Ground, Dugway, Utah 84022.

All military personnel taking the course must have a potential of at least one year of active duty service or three years of Reserve component service. Civilians must be in a key position where need to know is mandatory



peacetime and five weeks during mobilization. The Navy skill identifiers for which students are trained are NOC 2765 and NEC 9598.

The purpose of the course is to provide instruction to officer and selected civilian and enlisted personnel in nuclear, biological and chemical defense (NBCD) and accident control. This course is designed for personnel assigned to NBCD or disaster control duties with activities of the naval shore establishment and other federal agencies. A limited number of enlisted personnel whose duties as instructors require the training are authorized to attend.

The course provides instruction on nuclear weapons and their effects; radiological monitoring and surveys; biological and chemical weapons and effects; protective measures and decontamination methods; nuclear, biological, and chemical accident control; disaster control planning and operation.

A secret clearance is required. The course is open to enlisted personnel in pay grades E-5 and above. Quota requests must certify the combined GCT/ARI score of 110 or above. Civilians in grade GS-9 or above are authorized to attend.

Quota Control is under Commanding Officer, Naval Unit, Army Chemical Center and School, Fort McClellan, Ala. 36201.

Officer Course at Dugway Proving Grounds, Utah

One course is offered to senior naval officers and selected civilians at the Dugway Proving Grounds, Dugway, Utah. The Navy has an annual quota of 100 students. There are usually 25 classes convening annually. The Navy has been using about 70 to 80 per cent of its quota for the following course:

• **Army CBR Weapons Orientation (TOP SECRET) A-2E-022.**

Length of course is three and one-half days during peacetime.

The purpose of the course is to present instructional material dealing with United States policy, doctrine, techniques and capabilities as an orientation for senior military and civilian personnel of the Department of Defense.

The course is open to lieutenant commanders and

and they must also have a potential of at least two years of additional service.

Classes convene approximately 25 times per year, usually from August through June.

Atlantic Fleet Courses

In addition to the courses listed above, a number of courses are also offered in damage control by the Commander, Training Command, Atlantic Fleet. Here they are:

• **Damage Control (Basic), J-00-401 and J-000-401.** This course is given at the U. S. Fleet Training Center at Norfolk, Va., and is a joint officer/enlisted course lasting one week.

The purpose of the course is to provide instruction for inexperienced shipboard personnel in damage control organization, nomenclature, communications, equipment, and the minimization and correction of the effects of operational and battle damage to personnel and to units of the Fleet.

This course covers damage control organization, the necessity for and importance of damage control, interior battle communications, procedures for the prevention, minimization and correction of damage to material and personnel, damage control markings and conditions, strip ship procedures, watertight integrity, basic firefighting techniques, basic NBC warfare defense, first-aid and principal standard damage control equipment. Practical exercises are also given in this instructional program.

All officers and enlisted personnel with limited or no

Did We Miss Your Unit?

Complete coverage was the aim of this rundown on damage control courses but some may have been changed, omitted or added by publication time. Readers should also consider that a Navy Training Plan is even now being formulated.

If your command offers a regularly scheduled, Fleet sponsored damage control or firefighting course which is not mentioned here, ALL HANDS would appreciate hearing about it.

damage control experience are eligible for the basic damage control course.

Incoming personnel report to the Director, Damage Control School, Building P-4, U. S. Naval Base, Norfolk.

• **Damage Control (Basic), J-00-402 and J-000-402.** This is a joint officer/enlisted course which lasts one week. It is offered at the U. S. Fleet Training Center at Charleston, S. C., and its purpose and scope are the same as those of the identical course (above) given at Norfolk.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.



• **Damage Control (Basic), J-00-403 and J-000-403.** This is a joint officer/enlisted course offered at the U. S. Fleet Training Center, Newport, R. I. Its purpose and scope and length are the same as those given above for Course J-00-401 and J-000-401.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Damage Control (Advanced) J-00-404 and J-000-404.** This is a one-week course for both officers and enlisted men.

The purpose of the course is to train experienced shipboard personnel in damage control organization, equipment, proper procedure for the prevention, minimization and correction of the effects of operational and battle damage to personnel and to units of the Fleet.

This course includes instruction in investigating and reporting damage, rescue and care of wounded personnel, operating procedures for standard damage control, elements of stability, use of ships' damage control book, electrical casualty control, damage control piping systems, temporary repair procedures and NBC warfare defense. Practical exercises are also included.

All officers and enlisted men taking this course must have had previous damage control experience, have been assigned to repair parties for a minimum period of six months and/or be a graduate of Course J-000-401.

Incoming personnel report to Director, Damage Control School, Building P-4, U. S. Naval Base, Norfolk.

• **Damage Control (Advanced), J-00-405 and J-000-405.** This is a one-week course for both officers and enlisted men given at the U. S. Fleet Training Center, Charleston, S. C. The course's purpose, prerequisites and scope are the same as those given above for courses J-00-404 and J-000-404.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston.

• **Damage Control (Practical Procedures), J-00-406 and J-000-406.** This is a one-week course offered at the U. S. Fleet Training Center at Newport, R. I. It is for both officers and enlisted men.

The purpose of the course is to provide a team training situation for repair party personnel, whereby trainees will develop a better understanding of the duties, re-

sponsibilities and various functions of a repair party within the damage control battle organization.

The course also provides training in the operation of damage control equipment and the application of practical damage control procedures used to minimize the effects of damage to a ship.

The course covers practical exercises in mock-ups covering damage control battle organization, investigation and reporting damage, repairing damage in action, operating portable pumping equipment, methods of unwatering flooded compartments, isolation of damaged electrical systems, the casualty power system, rigging

emergency communications and power, making temporary repairs, rescue of personnel and caring for wounded, material conditions of readiness. The course ends with a practical exercise using the floating trainer Buttercup.

The course is open to both officers and enlisted men. Those who have had experience in repair parties are preferred.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Battle Problem Exercise (Buttercup) J-00-407 and J-000-407.** This is a one-day course offered for both officers and enlisted men at the Fleet Training Center, Newport, R. I.

The purpose of the course is to provide battle problem training for organized repair parties in practical damage control procedures associated with repairing damage in action.

The course consists of one-half day refresher training in shoring, pipe patching and unwatering flooded compartments with portable pumping equipment.

During the afternoon, the repair party functions as a team under the direction of the repair party officer in a battle problem with damage imposed on the floating trainer Buttercup.

The course is open to both officers and enlisted men, but those who have had repair party experience are preferred.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Firefighting (Lang-Basic) J-00-408 and J-000-408.** This is a one-week course open to both officers and enlisted men. It is offered at the U. S. Fleet Training Center at Norfolk, Va.

The purpose of the course is to train officers and enlisted personnel in all phases of basic shipboard firefighting techniques and in the use of nomenclature and maintenance of shipboard firefighting equipment.

This course includes instruction in chemistry and nature of fire, use and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fires involving high explosives and nu-

clear weapons, operation and use of oxygen breathing apparatus, operation of portable pumps and analysis of fire situations with emphasis on the use of proper equipment and firefighting procedures.

Incoming personnel report to Director, Fire Fighting School, Building SDA 209, South Annex, Hampton Blvd., Norfolk, Va.

• **Fire Fighting (Lang-Basic), J-00-409 and J-000-409.**

This is a one-week course offered at the U. S. Fleet Training Center, Charleston, S. C. Its purpose, scope and prerequisites are identical to those listed for Courses J-00-408 and J-000-409 above.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.

• **Fire Fighting (Lang-Basic), J-00-410 and J-000-410.**

This is a one-week course offered for both officers and enlisted men at the U. S. Fleet Training Center, Newport, R. I.

The purpose, scope and prerequisites of the course are identical to those given for course J-00-408 and J-000-408 above.

Incoming students report to Building 130, Coaster Harbor Island, U. S. Naval Base, Newport, R. I.

• **Fire Fighting (Short), J-00-411 and J-000-411.** These courses are offered to officers and enlisted men respectively. They last two days and are given at the U. S. Fleet Training Center, Norfolk, Va.

The purpose of the courses is to train officer and enlisted personnel with previous firefighting experience or training in all phases of basic shipboard firefighting techniques and in the use, nomenclature and maintenance of shipboard firefighting equipment.

The course includes chemistry and nature of fire, use

The purpose is to train submarine crewmembers in proper techniques of fighting fires aboard submarines.

Course covers firefighting conditions peculiar to submarines. All students must, therefore, be submarine personnel.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston.

• **Individual Repair Party Team Training, J-00-415 and J-000-415.**

These courses are offered to officers and enlisted men, respectively, at the U. S. Fleet Training Center, Norfolk, Va. The courses last one day.

The purpose is to provide training for personnel who are assigned as members of the same organized repair party and to provide that repair party with experience as a team.

Subject matter includes repair party organization, maintenance of watertight integrity, electrical casualty control, dewatering, investigation and reporting of fires and hull damage and temporary repairs to hull damage.

Students must be officers and enlisted personnel assigned to the same repair party or team. The repair party officer or team leader shall be in attendance.

Incoming members of repair party teams report to the Director, Damage Control School, Bldg. P-4, U. S. Naval Base, Norfolk.

• **Plastic Patching Procedures, J-000-417.** This course is offered at the U. S. Fleet Training Center, Norfolk, Va. and also at the U. S. Fleet Training Centers at Charleston and Newport. It lasts for two days.

The purpose of the course is to train personnel to apply, in place, plastic repair materials to ruptured or cracked metallic piping systems, decks, bulkheads and various other shapes and surfaces.



and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fires involving high explosives and nuclear weapons. Operation of OBA, operation of portable pumps and analysis of fire situations, with emphasis on the use of proper equipment and firefighting procedures.

Incoming personnel report to Director, Fire Fighting School, Bldg. SDA 209, South Annex, Hampton Blvd., Norfolk, Va.

• **Fire Fighting (Short), J-00-412 and J-000-412.** These courses are offered to officers and enlisted men respectively at the U. S. Fleet Training Center, Charleston, S. C. Both courses last two days.

The purpose, scope, prerequisites of the courses are the same as those listed above for courses J-00-411 and J-000-411.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.

• **Fire Fighting on Board Submarines, J-00-414 and J-000-414.** This course is offered for officers and enlisted men, respectively. It lasts one day.

Subject matter for the course includes the procedures for computing the required amount of patching material to be used, procedures for surface preparation and patch application to ruptured or cracked metallic piping, bulkheads, decks and various other shapes and surfaces.

Practical work includes the computation of material, surface preparation and application of a patch to a ruptured metallic pipe and flat surface. The patch is then pressure tested.

• **P-60 (Handy Billy) Pumps, Overhaul and Operation, J-000-420.** This course is offered at the U. S. Fleet Training Centers at Charleston and Norfolk and lasts two days.

The purpose of the course is to provide instruction for shipboard personnel in the operation and maintenance of the P-60 (Handy Billy) portable emergency fire pump.

The course covers instruction in the operation, routine maintenance and overhaul of the pump. Subject matter

is presented through lectures and demonstrations and by the use of practical application by the students in minor repairs, major overhaul and operation procedures.

Students must be enlisted men serving in the engineering department. Officers may also attend if they desire.

Students reporting to Norfolk should contact the Director, Firefighting School Bldg., SDA 209, South Annex, Hampton Blvd., Norfolk. Charleston students should report to Bldg. 202.

• **P-250 Pumps, Overhaul and Operation, J-000-422.** This course is offered at the U. S. Fleet Training Centers at Norfolk, Va., and Charleston, S. C. The course lasts two days.

Purpose of the courses is to train shipboard personnel in the operation and maintenance of the P-250 portable emergency pump. It consists of instruction in the operation, routine maintenance and overhaul of the pump and subject matter is presented through lecture and demonstration.

Enrollees must be enlisted personnel, although officers may also attend if they wish.

Norfolk students report to Director, Firefighting School, Bldg. SDA 209, South Annex, Hampton Blvd. Charleston students report to Bldg. 202, Charleston Naval Base.

• **P-500 Pumps, Overhaul and Operation, J-000-424.** This course is offered at the U. S. Fleet Training Center, Norfolk, Va. It lasts three days.

The purpose of the course is to instruct shipboard personnel in the operation and maintenance of the P-500 portable emergency fire pump. Instruction includes the operation and routine maintenance of the pump and is

terial and personnel decontamination, protective clothing and first/self aid.

Biological subject matter includes types of biological agents and effects, agent sampling, monitoring and decontamination equipment and procedure for shipboard personnel and material, protective clothing and first/self aid.

Chemical subject matter includes types of agents and their effects, agent detection and testing and procedures for shipboard personnel and material decontamination and monitoring.

All officers and petty officers who are repair party leaders, monitoring and decontamination team members, or damage control central personnel are eligible to attend this course.

Pacific Fleet Courses

A number of damage control training courses are also offered by the activities of the Training Command, U. S. Pacific Fleet. They are:

• **Damage Control Team Training, K-000-404.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136, and at the Fleet Training Group, Halawa Compound, Pearl Harbor, Hawaii 96610. The course lasts one day and provides team training for ships' repair parties in the practical application of damage control.

The course covers a review of damage control nomenclature, compartmentation, material conditions, repair party organization, damage control communications and investigations. A battle problem is conducted in which the repair team functions as a unit in the practical control of battle damage.



given through a series of lectures and practical demonstrations.

Students should be enlisted personnel, although officers may attend if they wish.

Incoming students report to the Director, Firefighting School Bldg., SDA 209, South Annex, Hampton Blvd., Norfolk.

• **NBC (Nuclear, Biological and Chemical) Defense (Shipboard), J-00-430 and J-000-430.** This course is offered at the U. S. Fleet Training Centers at Norfolk, Va., Charleston, S. C. and at Newport, R. I. The length of the course is two weeks.

The purpose of the course is to train officers and key petty officers in the practical aspects of shipboard NBC warfare defense in order that they may assist commands in organizing and training personnel in the field.

This is done through lectures, films, demonstrations and practical exercises. Nuclear subject matter includes types of nuclear bursts and their effects, types of nuclear radiation and their detection and measurement, monitoring procedures, procedures for shipboard ma-

The course is open to both officers and enlisted personnel. Quota control in the San Diego area is under COMTRAPAC and in the Pearl Harbor area, COMFLETRAGRU Pearl.

Incoming personnel at San Diego report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136. At Pearl Harbor, incoming personnel report to Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound.

Classes at San Diego convene on Mondays and Thursdays every month except December. At Pearl Harbor, they convene on Wednesdays.

• **Nuclear Defense at Sea, K-000-426.** This course is offered at the Fleet Training Group, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610. The course lasts three days.

The course provides team training and practical experience for shipboard repair parties and other key personnel in shipboard procedures for nuclear defense at sea.

The course covers the basic fundamentals and characteristics of nuclear energy, shipboard defense preparations, decontamination procedures, and evaluation of nuclear hazards.

Students may be both officers and enlisted men. Quota control under COMFLETRAGRU Pearl.

Incoming personnel report to Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610.

Classes convene on first Wednesday of each month.

• **Radiological Decontamination, K-000-427.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one day.

The purpose of the course is to train groups, teams, or individuals in radiological decontamination procedures of ships and personnel.

The course covers radiological hazards, decontamination, personal protection and personnel monitoring. It is open to both officer and enlisted personnel and quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136. Classes convene on second and fourth Wednesdays of each month except December, in which class convenes only on the second Wednesday.

• **Petty Officers Basic Indoctrination in Radiological Plotting, K-000-429.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts two days.

The course provides petty officers with the minimum training considered essential for a basic understanding of radiological plotting. Its scope includes thumb rules, dosage and dose-rate tabular forms, intensity graph, intensity nomogram and staytime graph and the log-log plot.

Students must be petty officers who are graduates of the practical nuclear defense course (K-000-425). Quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136.

Classes convene the second and fourth Monday of each month except December, when class convenes on the second Monday only.

• **Shipboard Fire Fighting, K-000-441.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136, the Fleet Training Group, Halawa Compound, Pearl Harbor, Hawaii 96610, and the Fleet Training Group, Western Pacific, U. S. Fleet Activities, Yokosuka, Japan. The course lasts two days.

The course prepares shipboard personnel to select and operate appropriate standard Navy firefighting equipment for extinguishment of Class B and C fires.

It covers the chemistry of fire, fighting agents, opera-

tion and use of standard shipboard firefighting equipment, emergency portable pumping equipment, portable foam proportioners and oxygen breathing apparatus.

The course is open to enlisted and officer personnel. Quota control is under COMTRAPAC in the San Diego area, COMFLETRAGRU Pearl for the Pearl Harbor Area and COMFLETRAGRU WestPac for the Western Pacific area.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136; Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610; or Commander Fleet Training Group, Western Pacific, Bldg. A-20, U. S. Fleet Activities, Yokosuka, Japan.

Classes convene on Mondays, Wednesdays and Fridays (closed in December) at San Diego, on Mondays at Pearl Harbor and Tuesdays in Yokosuka.

• **Aircraft Carrier Fire Fighting, K-000-445.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one week.

The course prepares officers and enlisted men to combat Class B fires likely to be encountered on aircraft carrier flight and hangar decks and to rescue personnel from burning aircraft.

Instruction is given in the chemistry of fire, firefighting equipment protective systems, high capacity foam system, fire party organization, methods of fire extinguishment, crash fire and pilot rescue and special hazardous materials.

Students may be officer or enlisted personnel. The minimum number accepted from aircraft carriers is 24. For other ships having helicopter handling capabilities, the minimum is eight. Quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136.

Classes convene each Monday except during December, when the course is closed.

• **Fire Fighter, K-000-446.** This course is offered at the Fleet Training Group, Western Pacific, U. S. Fleet Activities, Yokosuka, Japan. It lasts one day.

The course provides an introduction and familiarization in extinguishing fires by providing shipboard firefighting teams with a condensed refresher course in fighting fire aboard ship. It will provide a basic knowledge of the uses and operation of firefighting equipment and give the ship's firefighting parties an opportunity to work together as a team.

Students may be officers or enlisted men. One officer should accompany each shipboard team. Quota control is under COMFLETRAGRU West Pac.

Incoming personnel report to: Commander Fleet Training Group, Western Pacific, U. S. Fleet Activities, Bldg. J-187, Yokosuka, Japan.



• **Helicopter Fire Party Training, K-000-447.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one-half day.

The course provides refresher training in helicopter firefighting and helicopter pilot rescue to personnel aboard ships having helicopter in-flight refueling capabilities. It provides a review of firefighting and rescue procedures, special helicopter hazards and combating fires in helicopters.

Students may be officers and enlisted men of helicopter fire parties. Personnel designated as scene leaders or asbestos suitmen must have completed Course K-000-445. For all others, completion of Course K-780-442 is sufficient.

Quota control is under COMTRAPAC. Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif.

Classes on Wednesdays except in December.

• **Damage Control Elements, K-780-401.** This course is offered at Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136 and Fleet Training Group, Halawa Compound, Pearl Harbor, Hawaii 96610. The course lasts one week.

This course provides the student with the basic essential procedures and information on damage control required by ships to fulfill their operational commitments, with emphasis on the practical phases rather than theoretical aspects.

It covers the nomenclature of ships, damage control equipment, material conditions of readiness, control of flooding, damage control communications, emergency oxy-acetylene cutting, electrical casualty power, oxygen breathing apparatus, battle damage investigation, closures and their maintenance, damage control piping systems and a battle problem.

The course is open to enlisted personnel and quota control is under COMTRAPAC in San Diego and COMFLETRAGRU Pearl in Pearl Harbor.

Students scheduled for San Diego report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego. Other report to Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii.

Classes at San Diego convene each Monday. At Pearl Harbor, they convene every third Monday.

• **Domoge Control, K-780-402.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one week.

The course provides the student with established damage control procedures and a background sufficient to evaluate the effects of flooding and shifting of weight aboard ship. It reviews damage control and organization, stability and damage repairs. It also provides education and training in battle problem evaluation (classroom) and a battle problem in the damage control mock-up.

Students must be officers, CPOs and PO1s. Quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U.S. Naval Station, San Diego, Calif. 92136.

Classes convening in 1968 started in October. There is one class beginning 9 Dec.

• **Shipboard Fire Fighting, K-780-442.** This course is offered at the Fleet Training Center, U.S. Naval Station, San Diego, Calif. 92136. It lasts one week.

The course prepares officers and enlisted men to combat class A, B and C fires of the type likely to be encountered within the hull of a ship. It provides instruction in the chemistry of fire, firefighting agents, operation and use of all shipboard firefighting equipment, emergency portable pumping equipment, oxygen breathing apparatus, safety equipment, forcible entry methods, pilot rescue, fire prevention and hazardous materials.

Students may be officers and enlisted men and quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Building 55, U.S. Naval Station, San Diego, Calif. 92136.

Correspondence Courses

In addition to classes which are attended by Navymen taking damage control training, the Naval Correspondence Course Center at Scotia, N.Y., offers the following:

Such courses are available to both officers and enlisted men, although enlisted personnel below pay grade E-7 must be recommended by their commanding officers before they can enroll in officer courses.

• **Proctical Domoge Control, NovPers 10936-5.** Seven assignments, 12 points.

• **Rodiological Defense, NovPers 10771-B.** Twelve assignments, 18 points. Covers the general principles of nuclear explosions, air blast phenomena and effects, surface and subsurface bursts, underground and underwater shock, thermal radiation and its effects, residual radiation and fallout, radiation effects on personnel and protective measures.

• **Theoreticol Damage Control, NovPers 10937.** Six assignments, 12 points. This course provides guidance to the damage control officer regarding advance plans for meeting various emergencies and the long-term measures that may be useful in keeping a ship afloat and returning her to a repair base.

Training Manuals

The Navy also provides the following training manuals on the subject of damage control:

• **Domoge Controlmon 3&2,** NavPers 10571-E

• **Domoge Controlmon 1&C,** NavPers 10572-D



TAFFRAIL TALK

THE RESIDENTS of the U. S. Naval Home in Philadelphia have a new mascot—a bay gelding named Tallyho standing 16 hands high. He is 16 years old and has just completed a 10-year tour of duty with Philadelphia's Fairmount Park Police.

Tallyho replaces Dexter, the only horse in the Navy, who died on 11 Jul 1968. Dexter had been stationed at the Naval Home for a number of years, following his retirement from the Navy after 21 years of service.

Dexter was a subject of great interest to the men at the Naval Home and has been missed since his departure for Fiddler's Green. Now, Tallyho will fill the billet of mascot.

Tallyho has had an active life with the Fairmount Park Police. For several years he participated with the police in their appearances at the Devon Horse Show, the Delaware County Horse Show, and the Thrill Show at the John F. Kennedy Stadium in Philadelphia. Also, he participated in exhibitions by the Park Police as a member of their 32-horse drill team.

Like Dexter before him, Tallyho was devoted to his work, but finally was just not up to the demanding duties of his billet. At official ceremonies on 2 October, Tallyho was presented to Rear Admiral Michael F. D. Flaherty, Governor of the Naval Home, by officials of the Park Police.

Unlike Dexter, Tallyho will not have an official Navy serial number, because appropriated government funds are not available for his support.

However, he will be assigned a serial number by the Home, and the men living there will chip in out of their pockets to provide for his chow and berthing.

As was the case with Dexter, Tallyho's only duty will be to contribute to the happiness of the men who share their retirement with him at the U. S. Naval Home.

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The Navy has its bird watchers, and its clock watchers. Some Navymen are even girl watchers, we were astonished to learn from an unimpeachable, shapely source. One small group of Navymen are polar bear watchers. Not full-time, of course.

Most of the time they are ice observers, which means they fly over the Arctic making periodic checks of ice conditions for the U. S. Naval Oceanographic Office.

While they're at it, they record polar bear sightings for interested biological institutions.

During the last four years, the Navy ice observers have sent data on bear sightings to the U. S. Bureau of Sport Fisheries and Wildlife and the Norwegian Institute of Marine Biology.

When they see a polar bear, the ice observers record the date and time of the sighting, the bear's geographic location, its relative size, and the direction in which it is traveling. They also note weather conditions.

Using this information, biologists hope to learn such bear essentials as where the wandering white critters are headed, and why. Apparently, the biologists feel the polar bear's movements bear watching.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: WELCOME VISITOR**—Chief Hospital Corpsman Don L. Honsen, USN, is welcomed to Chinhae, Republic of Korea, by the village elder. Chief Honsen is an advisor to the Korean Naval Medical Center located in the village.—Photo by John W. Gorman, PHC, USN. (See also page 9.)

• **BACK COVER** photo by P. W. Chermouski, PH1, USN.





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